Tall Ships '76

$2.50

Official Souvenir Program of the International Sail Training Race 1976

A Bicentennial Salute to Sail Training

In 1976, only about one new car out of every two hundred will be a Mercedes-Benz.

For good reason.

The average sticker price is now about $15,000. The factory allocation for America will be fewer than 50,000 automobiles for all of 1976. These are fairly rarefied numbers. But for Mercedes-Benz owners, exclusivity has always been something far more than just a numbers game.

It has more to do with a 90-year heritage of engineering leadership, unstinting craftsmanship, extraordinary performance and technological pioneering.

For 1976, the auto industry now forecasts 9.5-or-so million new car sales. That means that out of about every 200 new cars you'll see this year, only one will be a Mercedes-Benz. Yet despite all the recent upheavals in the automotive world, perhaps you've observed that most of today's new cars are more characteristic of "the same old rut" than "new ground." Mercedes-Benz offers you ten interesting alternatives.

Every Mercedes-Benz we offer today—regardless of its introduction date—fairly bristles with technological developments so advanced that they are *still* missing from even the newest of the new cars of 1976.

Every model has 4-wheel disc brakes and fully independent suspension. Every one has been refined with a series of improvements. And every one comes to you with a com-

plement of safety, performance and comfort features—as *standard equipment*—that is almost unheard of these days.

The most copied sedan in the world

Five models share a Mercedes-Benz design that has become the most copied automotive concept in the world. And among that group is the most varied engine choice that any manufacturer can offer you.

One, the 230 Sedan, is powered by an efficient 4-cylinder, overhead camshaft gasoline engine. Two others, the 280 Sedan and 280 Coupe, are powered by a *double*-overhead cam 6-cylinder gasoline engine.

That distinction—"gasoline engine"—is necessary with Mercedes-Benz, since the other two models in this group feature Diesel engines. And two different Diesels, at that.

The 240 Diesel's 4-cylinder engine is a tried and true power plant proved in 103 countries. The 300 Diesel, introduced just last year, has already made a name in engineering history. It is the world's first 5-cylinder Diesel car. A Diesel so smooth, quiet and responsive that it banishes, once and for all, the image of the Diesel as a workhorse.

The classic 450 Series Sedans

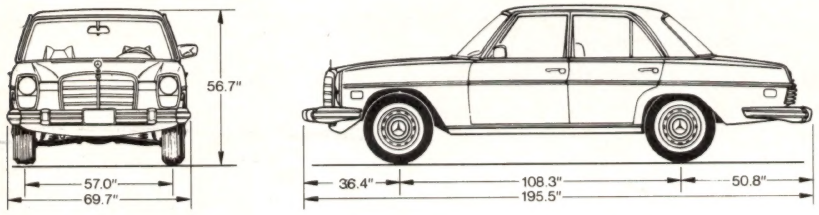
The world has still never seen their like. These sedans embody the most advanced combination of comfort, all-around performance and safety in Mercedes-Benz history.

Three models share the same body design. They are identical in each and every major luxurious appointment. There is one major difference, however. The 450SE Sedan and its slightly more spacious Touring Car stablemate, the 450SEL Sedan, are powered by an engine unique in production car engineering. It's a trim 4.5-liter, overhead camshaft V-8 with a breakerless, transistorized ignition system and an all-new, mechanically operated fuel injection system that maintains optimum air-and-fuel mixture at all times.

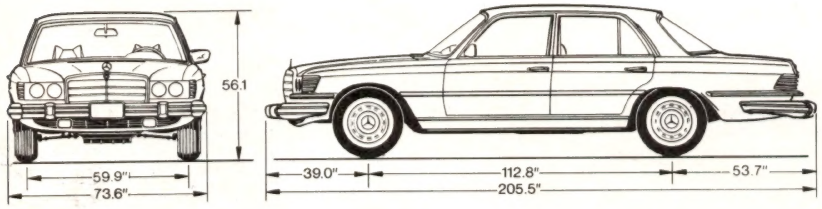
The 280S presents a subtle advance in 6-cylinder efficiency. Its engine is a sophisticated, double-overhead camshaft six, with transistorized ignition, light alloy cylinder head and hemispherical combustion chambers.

Mercedes-Benz Technical Specifications

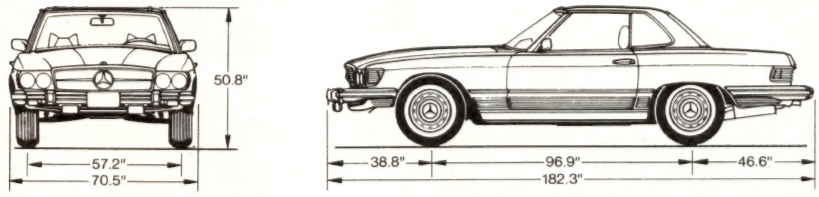
MODEL	ENGINE	DISPLACEMENT (CU. IN.)	WHEELBASE (IN.)	CURB WT. (LBS.)
240D (Sedan)	4 cyl, ohc (Diesel fuel injected)	146.7	108.3	3210
300D (Sedan)	5 cyl, ohc (Diesel fuel injected)	183.4	108.3	3515
230 (Sedan)	4 cyl, ohc	140.8	108.3	3185
280 (Sedan)	6 cyl, dohc	167.6	108.3	3520
280C (Coupe)	6 cyl, dohc	167.6	108.3	3550
280S (Sedan)	6 cyl, dohc	167.6	112.8	3905
450SE (Sedan)	V-8 ohc (fuel injected)	275.8	112.8	4105
450SEL (Sedan)	V-8 ohc (fuel injected)	275.8	116.7	4135
450SL (Sports)	V-8 ohc (fuel injected)	275.8	96.9	3795
450SLC (Sports Coupe)	V-8 ohc (fuel injected)	275.8	111.0	3905



The look of the most copied sedans in the world.



The look of the classic 450 Series Sedans



The look of the Mercedes-Benz luxury sports cars.

The elegant sporting machines

The 450SL is the lean, rakish two-seater that converts from a hardtop to an open roadster to a convertible coupe. The 450SLC is one of the world's most exclusive automobiles. It is a sports coupe that seats four in luxurious comfort. The same superb V-8 engine in the 450 Sedans powers them both.

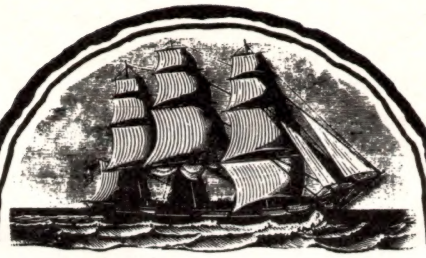
Retained Value: The ultimate test

For the automobile industry, one measurement of quality is the ultimate test: Retained value. Based on the average official used car prices over the past five years *alone*, Mercedes-Benz holds its value better than any make of luxury car sold in America.

Fewer than 50,000 Americans will be able to own a new Mercedes-Benz in 1976. Your authorized Mercedes-Benz Dealer can show you why one of them should be you. Arrange a test drive. A remarkable driving experience awaits you.

Mercedes-Benz

Engineered like no other car in the world.



how WE kept our head above water IN 1812.

Today's graceful flotilla of Tall Ships is a timely reminder of America's early struggles in 1812 for freedom of the seas.

But it would have been rough sailing then for our Navy if Americans had not bought $11,000,000 worth of government securities to keep our flag upon the waves.

Back then, folks took stock in America by putting their money where their country was.

Today, over 9½ million modern Americans take stock in America by buying U.S. Savings Bonds.

When you join the Payroll Savings Plan, you help yourself to safe, automatic savings.

So buy U.S. Savings Bonds. They'll help your country, and keep your savings on an even keel.

Take stock in America.

200 years at the same location.

Now E Bonds pay 6% interest when held to maturity of 5 years (4½% the first year). Lost, stolen or destroyed Bonds can be replaced if records are provided. When needed, Bonds can be cashed at your bank. Interest is not subject to state or local income taxes, and federal tax may be deferred until redemption.

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Tall Ships '76

A Bicentennial Salute to Sail Training

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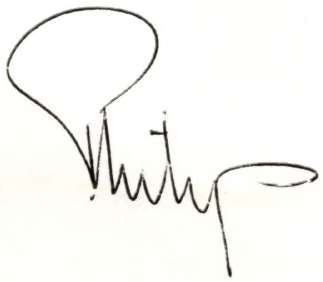
BUCKINGHAM PALACE

The settlement and growth of the new world was made possible by sailing ships. The international transatlantic races organised by the Sail Training Association both celebrate and commemorate the part played by the seamen of that period. Some 4000 young people will take part and they will add an appropriate tribute to the men and the ships, as well as to the passengers, who first provided the life line to the struggling settlements and then carried the trade which brought them prosperity and security.

These young people will have a great experience matched only by the wonderful welcome they will surely get when they arrive in the U.S.A.



1976.

Message from His Royal Highness The Prince Philip, Duke of Edinburgh, KG, Patron of The Sail Training Association.

THE WHITE HOUSE

WASHINGTON

May 13, 1976

On behalf of all United States citizens, I extend a hearty welcome to the captains and crews of the Sail Training Ships that will visit our shores in this Bicentennial year.

You have left your homes to take part in a great transatlantic venture, testing your seamanship and navigational skills. This race is a tribute to the special ties enjoyed among the nations represented and a unique manifestation that the sea binds us all together.

Our hearts and homes are opened up to you. We hope that you will enjoy the hospitality and beauty of our country and share our pride in the great contributions that the customs, languages and culture of your own lands have made to our national life.

Gerald R. Ford

Message from Gerald R. Ford, President of the United States of America.

About This Program

This Souvenir Program details the ships taking part in the 1976 International Sail Training Races, the excitement of the start in Plymouth and the message of sail training.

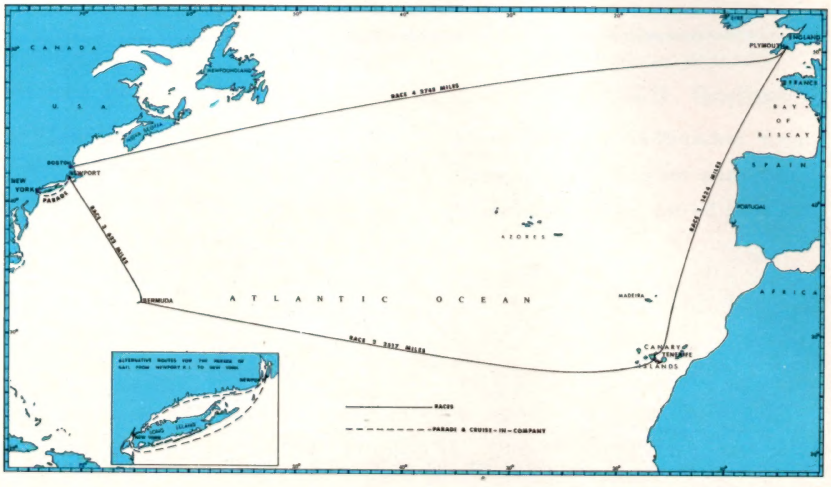
Some see sail training as a fine means of producing seafarers, others of building character in young men and women. Sadly, some countries are finding the economic burden of maintaining large sail training ships too much. Others, however, are pushing forward with bigger programs. Poland, for example, will build five ships similar to *Dar Pomorza* in the next two years, two of them for the Soviet Union. More and more private organizations, too, are becoming involved in programs to put youngsters into a sailing ship environment for a period of time.

The sea has always represented adventure and challenge, and ships that move with the wind, while romantic, demand a special discipline from their crews. Perhaps, as is being increasingly stated, we are on the edge of a new era of sailing ships, and the Tall Ships Bicentennial celebrations will not only evoke images from the past but an excitement about the future.

The fleet of ships — sailing from Plymouth, England via Tenerife in the Canary Islands and Bermuda to Newport, Rhode Island — will number about 100 by the time it reaches America. The races, organized every two years by the Sail Training Association, are sponsored by the Scotch whiskey firm of Cutty Sark. A major goal of the organizers is to foster international relations. This year, the races end in the United States at the invitation of Governor Noel of Rhode Island, the Bicentennial Commission, Mayor Donnelly of Newport, and the American Sail Training Association.

From Newport, the ships sail in company to New York to take part in Operation Sail and in a July 4 Naval Review with a 12-mile long parade of ships the like of which has not previously been seen in the history of the United States. Some ships will race back across the Atlantic from Boston.

INTERNATIONAL SAIL TRAINING RACES 1976
SPONSORED BY CUTTY SARK SCOTCH WHISKY



INTRODUCING THE SLICKER
New!
This may be the toughest foul-weather gear ever made
It's the new Peter Storm Slicker of Super Tough PVC.
This is something. A suit that will give you the extra strength and protection to cross oceans in any weather.
Super PVC is a completely new industrial weight fabric that is tough beyond belief. A combination of 5 ounce nylon pressure impregnated with PVC by an exclusive collandering process.
You've never worn a suit this tough before. Give it the works, blasting your way across the Gulf Stream, sliding down a plunging foredeck. This suit will give you the kind of rugged service you never believed possible.
And the little, but important details have been thought through. Heavy duty Delrin zippers concealed in triple storm flaps, nylon snaps on cuffs and legs, inner knitted storm cuffs. Two piece suits with or without attached hoods in yellow or olive.
The New Peter Storm Slicker. It's Super Tough PVC. Has there ever been anything tougher?
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Peter Storm, official foul weather gear suppliers to both America's Cup contenders — COURAGEOUS AND SOUTHERN CROSS. "There is no second."

Directory of Tall Ship Race Entries

Christian Radich

Length:	206.0′ (96.3 m)
Rig Height:	120.0′ (36.6 m)
Beam:	33.5′ (10.2 m)
Draft:	15.0′ (4.6 m)
Thames Tonnage:	773 tons
Number of Crew:	104
Race:	Plymouth-Newport

Ship
Builder: Framnaes Mek. Verstad, Sandefjord
Norway
Ostlandets Skoleskib
Capt. Kjeld Backen

Christian Radich was built of steel in Norway in 1937 and named for the wealthy merchant who had bequeathed money for a replacement for her predecessor, *Statsraad Erichsen*, in 1916. After sailing to New York for the 1939 World's Fair, she returned to join the Norwegian naval fleet at Horton, was seized by German troops in April 1940, and was used as a submarine depot ship until the end of the war. She was found submerged and without spars in Flensburg after the war, was raised, and returned to Sandefjord where she was repaired and refitted. Since then, **Christian Radich** has taken part in many Sail Training Ship regattas, and won in her class four times. In 1964 she visited New York, Montreal, Chicago, Milwaukee, Detroit, Cleveland, and Chicago, where she had nearly 40,000 visitors in three days.

Danmark

Length:	213.0′ (65.0 m)
Rig Height:	134.0′ (41.0 m)
Beam:	32.8′ (10.0 m)
Draft:	14.7′ (4.5 m)
Thames Tonnage:	845 tons
Number of Crew:	99
Race:	Bermuda-Newport

Ship
Builder: Nakskov, Denmark
Denmark
Directorate of Maritime Education
Capt. Vilhelm Hansen

Danmark is an Aage Larsen design launched in 1932. Denmark has a long seafaring tradition, and claims to have sent out the first sail training ship in 1588. The present **Danmark**, built and commissioned as a sail training vessel, has especially close ties with the U.S. and to the foundation of our own sail training. **Danmark** was visiting the World's Fair in New York in 1939 when World War II broke out. She stayed on in the United States for the duration of the war, and seven of her cadets captained their own ships before they were 21. During the war, while on loan to the U.S. Coast Guard, 5000 US cadets trained on her. By 1945 the U.S. Coast Guard was convinced of the value of sail training and was attempting to acquire its own ship. Meanwhile **Danmark** returned to her country carrying a plaque expressing Coast Guard appreciation for her services. She was refitted and modernized in 1959, but her cadets still sleep in hammocks. She has a double steering wheel.

Beken

Kruzenshtern, holder Cutty Sark Award for International Understanding

Dar Pomorza

Length:	267.0′ (81.4 m)
Rig Height:	148.0′ (45.2 m)
Beam:	41.0′ (12.5 m)
Draft:	16.6′ (5.1 m)
Thames Tonnage:	1,784 Tons
Number of Crew:	162
Race:	Plymouth-Newport

Ship
Builder: Blohm & Voss, Hamburg
Poland
Merchant Navy Academy Gdynia
Capt. K. Jurkiewicz

Dar Pomorza was commissioned as *Prinzess Eitel Friedrich* in 1910 and served as a sail training ship. After World War I she was handed to the French as a war reparation payment, but they laid her up until she was purchased in 1926. At one point, the Societe Anonyme de Navigation, "Les Navires Ecoles Francais," had renamed her *Colbert* and planned to use her as a sail training ship, but were never able to follow through. In 1926 Baron de Forrest bought her with the idea of converting the three-masted steel vessel into a yacht. At the same time, the Polish State Sea Training School were looking for a replacement for their bark *Lwow*. They bought *Colbert* with donations from the people of the Polish province of Pomorza. She was rechristened **Dar Pomorza,** meaning "Gift of Pomorza." She is the flagship of the many Polish ships taking part in the Tall Ships Race. Her present master, Capt. Jurkiewicz, her captain during World War II, left her interned in Sweden for the duration of the war. He and a group of his cadets returned to Poland and joined the Polish Resistance movement there. Capt. Jurkiewicz has served aboard **Dar Pomorza** since 1934, coming up through the ranks to his present position. **Dar Pomorza** usually cruises at 5 or 6 knots, but she can attain a speed of 14 knots in a brisk wind.

Eagle

Length:	266.0′ (81.0 m)
Rig Height:	148.0′ (45.0 m)
Beam:	39.0′ (12.0 m)
Draft:	16.0′ (5.0 m)
Thames Tonnage:	1,979 tons
Number of Crew:	189
Race:	Bermuda-Newport

Barque
United States
United States Coast Guard
Capt. James R. Kelly

Originally, the 40-year-old **Eagle**, was built in Germany to serve as one of their own naval training vessels. During World War II, she was converted to a cargo carrier and subsequently came to the United States as part of Germany's war reparations. The Coast Guard, which had been looking for a replacement for *Danmark*, was delighted to take her over. She was renamed **Eagle** in honor of a long line of famous U.S. Revenue Cutter Service cutters dating back to 1798. **Eagle**'s 700-hp diesels give her a speed of 10 knots, but she can achieve 17 knots under sail. She carries 80 tons of fuel and 200 tons of fresh-water. Every cadet in the Coast Guard Academy must have at least one stint on the ship. They work aloft, re-caulk the two miles of deck seams, manhandle the 20,000 square feet of sails, and

Jonathan Eastland

sleep in the traditional hammock below decks. In rough weather, six men are required to handle the three linked wheels that compose the main steering wheel.

Erawan

Length:	150.0′ (45.75 m)
Rig Height:	100.0′ (30.5 m)
Beam:	13.0′ (3.96 m)
Draft:	12.0′ (3.66 m)
Thames Tonnage:	257 tons
Number of Crew:	16
Race:	Bermuda-Newport

Barquentine
Builder: Pukavik, Sweden
Panama
Maritime Joyamina
Capt. Philippe Esnos

Esmeralda

Length:	305.0′ (93.0 m)
Rig Height:	165.0′ (50.0 m)
Beam:	44.0′ (13.4 m)
Draft:	23.0′ (7.0 m)
Thames Tonnage:	2,276 tons
Number of Crew:	337
Race:	Bermuda-Newport

Barquentine
Builder: Echavarrieta Shipyard, Cadiz
Chile
Chilean Navy
Capt. John Martin

Esmeralda has a long and honored history in Chile's Navy. The first of the name was a Spanish frigate blockading Valparaiso in the Chilean War of Independence in 1818. She was later captured by Chile, but her name was retained. The present ship is sixth in a line of Chilean ships to bear the name. Her keel was laid in 1946, but the vessel contracted by the Spanish Navy did not roll off the ways for six years. Fire damaged the ship, which delayed the launching until 1952. Originally christened *Juan d'Austria*, she was almost identical to her sistership *Juan Sebastian de Elcano*. She was purchased by the Chilean Navy in 1954 and renamed **Esmeralda**. She has served ever since as a sail training ship.

Gazela Primeiro

Length:	155.5′ (47.4 m)
Rig Height:	90.0′ (27.5 m)
Beam:	27.0′ (8.3 m)
Draft:	17.5′ (5.3 m)
Thames Tonnage:	445 tons approx.
Number of Crew:	
Race:	Bermuda-Newport

Barquentine
United States
Philadelphia Maritime Museum
Capt. Warren Miller

The last of the Portuguese Grand Bank Schooners, 90-year-old **Gazela Primeiro** plied her trade of cod fishing until six years ago. During her years with the fishing fleet, she was the mothership for 31 dories. The dories would hold one fisherman, who would carry a half-mile of fishing line with 600 baited hooks. The men would leave about 4 a.m. and sail or row the dory several miles away from the mothership. They would stay out until sunset hauling, resetting and rebaiting the line, catching as much as 1,000 lbs. a day. After a 12-hour day, the fisherman would still have to clean and salt-down the fish. Lucky to sleep four hours a night, they would live like this for five or six months of the year. **Gazela Primeiro's** frames are stone pine, hull planking and floors are of maritime pine, and the hull is copper-sheathed. She was built in Cacilhas, Portugal. Her only running water source is by means of a hand pump in the galley; bathing is done on deck under a shower head attached to a water-filled bucket.

Gloria

Length:	249.3′ (76.0 m)
Rig Height:	131.2′ (40.0 m)
Beam:	21.7′ (6.60 m)
Draft:	16.0′ (4.88 m)
Thames Tonnage:	1,300 tons
Number of Crew:	152
Race:	Bermuda-Newport

Barquentine
Builder: Celayah, Bilbao
Colombia
Colombian Navy
Capt. Erardo Polania

Gloria is probably the newest sail training ship to be built. Launched in 1969, she serves a dual function for Colombia as a floating trade exhibit in the Caribbean and as a sail training vessel for cadets.

Gorch Fock

Length:	266.0′ (81.0 m)
Rig Height:	149.0′ (46.0 m)
Beam:	40.0′ (12.2 m)
Draft:	16.0′ (4.9 m)
Thames Tonnage:	1,727 tons
Number of Crew:	173
Race:	Bermuda-Newport

Barque
Builder: Blohm & Voss, Hamburg
West Germany
German Navy
Capt. H. V. Stackelberg

Gorch Fock, launched in 1958, was named after the German poet Johann Kinau, who was killed in a naval engagement at the Battle of Jutland. Kinau wrote under the pseudonym of Gorch Fock. This is the second ship to be so named. **Gorch Fock** has reached speeds up to 16 knots. The sails are flax canvas. This makes them heavy and difficult to handle when wet. Three linked wheels comprise her main wheel.

Juan Sebastian de Elcano

Length:	304.0′ (93.0 m)
Rig Height:	164.0′ (50.0 m)
Beam:	44.0′ (13.5 m)
Draft:	22.7′ (7.0 m)

Thames Tonnage: 2,478 tons
Number of Crew: 407
Race: Tenerife-Newport

Topsail Schooner
Spain
Spanish Navy
Capt. Antonio Nalda Diaz-Tuesta

Juan Sebastian de Elcano is named in honor of Juan Sebastian de Elcano, who completed the first circumnavigation of the world by concluding the expedition started by Magellan in 1522 to find a westward route to India. Magellan was killed in the Philippines, and Elcano sailed the one remaining galleon of the original five home to Spain with only 17 survivors. His Basque courage and tenacity are honored by this namesake.

In 1960 the U. S. nuclear sub *Triton* sailed Elcano's route submerged and upon completion of the first underwater trip around the world surfaced for the first time in the Spanish port of Sanlucar de Barremeda. *Triton* carried with her a bronze commemorative plaque with the dates of both circumnavigations — 1522 and 1960 — an engraving of Elcano's ship *Victoria*, and the inscription "Hail, noble Captain, it has been done again."

Juan Sebastian de Elcano's lower masts are all steel, but the topmasts and spars are of Oregon pine. She is gaff-rigged and uses mast hoops on luffs of sail.

Kruzenshtern

Length: 342.0′ (104.3 m)
Rig Height: 162.0′ (49.4 m)
Beam: 47.0′ (14.4 m)
Draft: 23.0′ (7.0 m)
Thames Tonnage: 3,185 tons
Number of Crew: 236
Race: Plymouth-Bermuda

Barque
Builder: J.C. Teclengbord, Wesermünde
U.S.S.R
Ministry of Fisheries
Capt. T.G. Shneider

Kruzenshtern was built in 1926, for Hamburg shipowner L. Laeisic, as the last cargo-carrying 4-masted barque ever constructed. She originally was to be a training ship and cargo carrier at the same time. Initially commissioned *Padua*, she worked the nitrate trade and later the grain runs from Australia. She was laid up in 1932, but her sailing days under the German flag lasted off and on until 1939. During World War I, she lay in Flensburg until 1946 when *Padua* was handed over to the USSR. They recommissioned her under the name of the famous Russian seaman and explorer, Adam Johan Ritter von Kruzenshtern (1776–1846).

Libertad

Length: 298.0′ (91.0 m)
Rig Height: 165.0′ (51.0 m)
Beam: 45.0′ (13.8 m)
Draft: 23.0′ (7.0 m)
Thames Tonnage: 2,587 tons
Number of Crew: 366
Race: Bermuda-Newport

Ship
Builder: Rio Santiago Shipyard, Ensenada
Argentina
Argentine Navy
Capt. Jose Nestor Estevez

Libertad is a steel-hulled ship launched in 1963. In 1966, she broke the world speed record for a Canada to Ireland crossing under sail. She did 1,741 miles in six days, 21 hours, averaging about 18 knots.

Mircea

Length: 269.5′ (82.1 m)
Rig Height: 133.3′ (40.6 m)
Beam: 39.4′ (12.0 m)
Draft: 17.0′ (5.2 m)
Thames Tonnage: 1,065 tons
Number of Crew: 107
Race: Bermuda-Newport

Barque
Builder: Blohm & Voss, Hamburg
Romania
Romanian Navy
Skipper, Isbaf Eugem (Lt. Cdr.)

Built in 1938 to the same design as *Gorch Fock I* (now *Tovarishch*), **Mircea** replaced *Mircea I*. Both were named after Prince Mircea of Romania who, in the 14th century, won back the Dobrugea region from Turkey, thus giving Walachia access to the sea. A bust of the prince serves as the figurehead of the vessel. After the war, **Mircea** was temporarily in Russian hands, but returned to Romania. She returned to her builder in 1966 for a major refit, which included new rigging, sails, engine, lifeboats, decking accommodation, navigation aids, and watertight compartments for increased safety.

Nippon Maru

Length: 318.4′ (97.0 m)
Rig Height: 145.0′ (44.2 m)
Beam: 42.5′ (13.0 m)
Draft: 25.8′ (7.9 m)
Thames Tonnage: 3,000 tons
Number of Crew: 158

Barque
Japan
Institute for Sea Training
Capt. Susumu Hashimoto

"Maru" is a general designation of merchant vessels and almost all Japanese merchant Navy ships have the name. The **Nippon Maru** engaged in sail-training until the outbreak of World War II, when she was restricted to home waters. Her yards and canvas were dismantled, and she became a coal carrier. After the war, she returned to sail-training, and was re-rigged and recommissioned in 1952. Her unusually high freeboard was designed to allow daylight in all the common and lecture rooms.

Christian Radich

Danmark

Eagle

Esmeralda

As a result she caries 640 tons of copper and 130 tons of reinforced concrete ballast to compensate. The sail area appears to be somewhat smaller in area in relation to her hull size. There are no brace or halyard winches on board as all the work is done with six capstans. A donkey boiler gives power for the anchor windlass and steam-operated steering engine.

Phoenix

Length:	86.8′ (26.5 m)
Rig Height:	74.0′ (22.6 m)
Beam:	21.6′ (6.6 m)
Draft:	6.7′ (2.1 m)
Thames Tonnage:	151 tons
Number of Crew:	24
Race:	Plymouth-Newport

Brigantine
The Netherlands
Mariners International
Capt. Martin Smith

Phoenix was originally a Baltic trading schooner that carried lumber to England. She still has a lumber port in her starboard bow which was used to load whole fir trunks as the hatches are too small. Her oak-on-oak hull was built under Bureau Veritas special survey. She is being raced by Mariners International, an organization run by volunteers. They initially started their program by successfully racing *Second Life* in the Whitbread/RNSA Round-the-World Race. Mariners International now recruits an international membership that is interested in training under sail.

Regina Maris

Length:	119.0′ (37.0 m)
Rig Height:	93.0′ (28.4 m)
Beam:	26.0′ (8.0 m)
Draft:	10.0′ (3.1 m)
Thames Tonnage:	297 tons
Number of Crew:	45
Race:	Plymouth-Newport

Barquentine
Builder: Ring Anduson, Svendborg
United States
The Ocean Research and Education Society
Capt. George Nichols Jr.

Regina Maris, built in 1908 to withstand the icy North Atlantic, has very heavy oak planks on oak frames, with special strengthening. She was given an engine in 1933 while working the nitrate trade. After being laid up from 1957 to 1965 she was bought by a Norwegian shipowner who re-rigged and re-engined her at a cost of $299,000. She has been converted from a schooner to a barquentine. **Regina Maris** is now owned by the Ocean Research and Education Society, Inc., based in Boston.

Sagres

Length:	268.0′ (82.0 m)
Rig Height:	150.0′ (46.0 m)
Beam:	40.0′ (12.2 m)
Draft:	17.5′ (5.4 m)
Thames Tonnage:	1,784 tons
Number of Crew:	203
Race:	Tenerife-Newport

Barque
Portugal
Portuguese Navy
Capt. Fernando M. Gomes

Sagres, another German-built training ship, was launched in 1937. She was damaged by mines during World War II. Afterwards **Sagres** passed into American possession as a war reparations payment, and was then handed to Brazil. The Brazilian Navy used her as their sail training ship until 1961, when she was bought by Portugal. The Portuguese Navy commissioned her **Sagres** to replace *Sagres I*. The name comes from the port which was used by many great explorers and navigators for launching their expeditions.

Unicorn

Length:	98.0′ (30.0 m)
Rig Height:	75.0′ (22.9 m)
Beam:	24.0′ (7.4 m)
Draft:	9.0′ (2.8 m)
Thames Tonnage:	190 tons
Number of Crew:	22
Race:	Bermuda-Newport

Brig
Builder: Helge Johansson, Finland
United States
Unicorn Inc.
Capt. Jacques Robert Thiry

Unicorn was a Baltic trading schooner whose main cargoes were sand and lumber. These were being used to rebuild the war-torn cities of Finland. She later had her yards dismantled and was used as a motorized sand barge. However, her original hull was sound and she was bought by Jacques Thiry and re-rigged as a traditional brig using the plans of the 1876 French brig *Adolph and Laura*. She was brought to the U.S. in 1975 to be used for sail-training. The figures used in refitting **Unicorn** are awesome. Her rigging alone weighs 12 tons, and required 300 lbs. of tarred nylon twine, eight cowhides for chafing gear, and 50 gallons of paint and varnish. She has 2½ miles of running rigging **Unicorn** has two tons of copper sheathing on her 3¼″ planking. She has 6″ × 8″ doubled frames spaced 6″ apart, and her keel measures 12″ × 12″ × 75′. All in one piece! Her blocks, deadeyes and belaying pins were hand-forged, as were the iron fittings. She has modern amenities and electronics, though, and is a credit to the students of the Florida Ocean Sciences Institute Inc., who did most of the refurbishing. Her sails are of woven flax.

Tovarishch

Length:	240.0′ (73.2 m)
Rig Height:	146.0′ (44.5 m)
Beam:	39.0′ (12.0 m)
Draft:	15.6′ (4.8 m)
Thames Tonnage:	1,505 tons
Number of Crew:	190
Race:	Plymouth-Newport

Barque
Builder: Blohm & Voss, Hamburg
USSR
Ministry of Merchant Marine
Capt. O. P. Vandenko

Tovarishch was built in 1933 to Lloyds Al classification. She is the ex-*Gorch Fock I*. Her decks are all steel-plated and covered with 2½″ teak planking. She was sunk off of Stralsund in 1945, and later salvaged in 1948 by the USSR, who re-fitted and re-commissioned her in 1951.

Active

Length:	44.1′ (13.5 m)
Rig Height:	58.0′ (17.7 m)
Beam:	11.0′ (3.4 m)
Draft:	6.1′ (1.9 m)
Thames Tonnage:	14 tons
Number of Crew:	10
Race:	Bermuda-Newport

Bermudan Yawl
United States
U.S. Naval Academy Sailing Squadron
Skipper, J. Mann (Ens.)

Alert

Length:	44.1′ (13.5 m)
Rig Height:	58.0′ (17.7 m)
Beam:	11.0′ (3.4 m)
Draft:	6.1′ (1.9 m)
Thames Tonnage:	14 tons
Number of Crew:	10
Race:	Bermuda-Newport

Bermudan Yawl
United States
U.S. Naval Academy Sailing Squadron
Skipper, D. Ward (Ens.)

Artemis

Length:	120.0′ (36.6 m)
Rig Height:	84.0′ (25.6 m)
Beam:	26.3′ (8.0 m)
Draft:	8.8′ (2.7 m)
Thames Tonnage:	284 tons
Number of Crew:	12
Race:	Plymouth-Newport

Topsail schooner
France
Capt. Nicholas J. C. Dekker

Astral

Length:	99.0′ (30.5 m)
Rig Height:	110.0′ (33.6 m)

After blue waters, Mount Gay Rum.

Made at the Mount Gay
Sugar Plantation on Mount Gilboa,
St. Lucy's Parish, Island of Barbados,
West Indies, since 1809. About $7.50 the fifth.

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Beam: 24.5′ (7.5 m)
Draft: 6.6′ (2.0 m)
Thames Tonnage: 195 tons
Number of Crew: 12
Race: Plymouth-Newport

Bermudan Ketch
Builder: Kroegerweft, Germany
United States
Capt. Cornelius Vanderstar

Astral, designed by Philip Rhodes, was launched in 1970.

Bel Espoir II

Length: 96.0′ (29.3 m)
Rig Height: 77.0′ (23.5 m)
Beam: 23.0′ (7.0 m)
Draft: 8.0′ (2.5 m)
Thames Tonnage: 183 tons
Number of Crew: 33
Race: Plymouth-Newport

Topsail Schooner
France
Amis Jeudi-Dimanche
Capt. M. Jaouen

Camalot

Length: 82.0′ (25.0 m)
Rig Height: 84.0′ (25.6 m)
Beam: 16.0′ (4.9 m)
Draft:
Thames Tonnage: 76 tons
Number of Crew: 16
Race: Bermuda-Newport

Wishbone Schooner
United States
Capt. Valentine Hixson Schaeffer, Jr.

Caper

Length: 56.5′ (17.3 m)
Rig Height: 70.0′ (21.4 m)
Beam: 12.0′ (3.7 m)
Draft: 8.5′ (2.6 m)
Thames Tonnage: 28 tons
Number of Crew: 10
Race: Bermuda-Newport

Bermudan Sloop
United States
Wind Ships Incorporated
Capt. Lee R. Talbert

Cameo of Looe

Length: 38.0′ (11.6 m)
Rig Height: 49.5′ (15.1 m)
Beam: 10.6′ (3.3 m)
Draft: 5.4′ (1.7 m)
Thames Tonnage: 14 tons
Number of Crew: 6
Race: Plymouth-Bermuda

Bermudan Cutter
England
Skipper Esmond Friend (Lt. Cdr.)

Carillion of Wight

Length: 45.0′ (13.8 m)
Rig Height: 61.0′ (18.6 m)
Beam: 13.0′ (4.0 m)
Draft: 7.5′ (2.3 m)
Thames Tonnage: 24 tons
Number of Crew: 10
Race: Plymouth-Bermuda

Bermudan Sloop
England
Dodnor Creek Christian Sailing Centre
Capt. D. G. Hester

Carola

Length: 55.8′ (17.0 m)
Rig Height: 55.0′ (16.8 m)
Beam: 15.8′ (4.8 m)
Draft:
Thames Tonnage: 53 tons
Number of Crew: 11
Race: Tenerife-Newport

Gaff Ketch
West Germany
Capt. Hans Engel

Charis

Length: 60.8′ (18.6 m)
Rig Height: 66.0′ (20.2 m)
Beam: 16.1′ (4.9 m)
Draft: 7.4′ (2.3 m)
Thames Tonnage: 61 tons
Number of Crew: 4
Race: Tenerife-Newport

Gaff Cutter
West Germany
Capt. Falko Lorenz

Charm III

Length: 50.1′ (15.3 m)
Rig Height: 62.0′ (19.0 m)
Beam: 12.5′ (3.9 m)
Draft: 8.6′ (2.7 m)
Thames Tonnage: 28 tons
Number of Crew: 8
Race: Plymouth-Newport

Staysail Schooner
England
Capt. Robert Stansell

Chief Aptakisic

Length: 52.5′ (16.0 m)
Rig Height: 67.0′ (20.5 m)
Beam: 15.5′ (4.8 m)
Draft: 5.5′ (1.7 m)
Thames Tonnage: 38 tons
Number of Crew: 15
Race: Bermuda-Newport

Gaff Schooner
Panama
Canal Council Boy Scouts of America
Capt. George H. Brisbin

Chief Aptakisic, built in 1970, is racing with a crew of Sea Explorers and Boy Scouts of America. Launched in Chicago, she sailed south through the Panama Canal to the Pacific, where she lost her rudder and had to turn back. She was later donated to Ship 8, Sea Explorers, who have refitted her. Her rigging plans were designed by Nicholas Benton, who traveled to the Canal Zone to supervise the installation. The rig is traditional, with the exception of a "ring-tail," a kind of stuns'l, which has not seen common usage since the clipper ships. There is also an 800 square foot "golly-wobbler," a large reaching staysail set from the foremast.

Creidne

Length: 47.5′ (14.5 m)
Rig Height: 55.0′ (16.8 m)
Beam: 13.8′ (3.9 m)
Draft: 7.5′ (2.3 m)
Thames Tonnage: 30 tons
Number of Crew: 12
Race: Plymouth-Newport

Bermudan Ketch
Ireland
Ministry for Defence
Capt. G. F. Healy

Dandy

Length: 44.1′ (13.5 m)
Rig Height: 58.0′ (17.7 m)
Beam: 11.0′ (3.4 m)
Draft: 6.1′ (1.9 m)
Thames Tonnage: 14 tons
Number of Crew: 10
Race: Bermuda-Newport

Bermudan Yawl
United States
U.S. Naval Academy Sailing Squadron
Skipper, D. Gearing (Midn. 1/C)

Dar Szczecina

Length: 60.0′ (18.2 m)
Rig Height: 69.0′ (21.0 m)
Beam: 15.5′ (4.7 m)
Draft: 9.5′ (2.9 m)
Thames Tonnage: 38 tons
Number of Crew: 10
Race: Plymouth-Newport

Bermudan Sloop
Poland
Polish Yachting Association
Capt. Zygmunt Kowalski

Eendracht

Length: 107.0′ (32.7 m)
Rig Height: 112.0′ (34.2 m)
Beam: 26.2′ (8.0 m)
Draft: 12.2′ (3.7 m)
Thames Tonnage: 226 tons
Number of Crew: 37
Race: Plymouth-Newport

Schooner
The Netherlands
Netherlands Sail Training Association
Capt. H. M. Juta

The concept of **Eendracht** was already in motion in 1937. A committee had been set up to formulate the building and financing of a square-rigged sail-training vessel. World War II suspended any action, but the idea rose again in peacetime. A smaller ship was deemed more feasible, and the result was the launching of **Eendracht** in 1973. The same name has been in use since the Middle Ages on several Navy and merchant ships, and there was also a 17th century *Eendracht* on the Hudson River.

The Empress

Length: 56.0′ (17.0 m)
Rig Height: 72.0′ (22.0 m)
Beam: 14.6′ (4.5 m)
Draft: 8.7′ (2.7 m)
Thames Tonnage: 55 tons
Number of Crew: 9
Race: Bermuda-Newport

Bermudan Ketch
United States
Capt. Robert Livingston Scott Jr.

Erika

Length: 57.5′ (17.5 m)
Rig Height: 75.0′ (22.9 m)
Beam: 17.0′ (5.2 m)
Draft: 6.6′ (2.1 m)
Thames Tonnage: 62 tons
Number of Crew: 15
Race: Plymouth-Newport

Gaff Ketch
Switzerland
Cruising Club of Switzerland
Capt. Eric Martinson

Erika, built in 1900 in Denmark, was purely a sail-powered vessel

Dar Pormorza

Beken

until 1925 when an engine was added. During those years she fished the waters of Iceland for tuna. **Erika** was bought by a Swiss group in 1970, that worked for four years to restore her to her original state.

Fearless

Length:	44.1′ (13.5 m)
Rig Height:	58.0′ (17.7 m)
Beam:	11.0′ (3.4 m)
Draft:	6.1′ (1.9 m)
Thames Tonnage:	14 tons
Number of Crew:	10
Race:	Bermuda-Newport

Bermudan Yawl
United States
U.S. Naval Academy Sailing Squadron
Skipper, D. Dobbert (Ens.)

Flirt

Length:	44.1′ (13.5 m)
Rig Height:	58.0′ (17.7 m)
Beam:	11.0′ (3.4 m)
Draft:	6.1′ (1.9 m)
Thames Tonnage:	14 tons
Number of Crew:	10
Race:	Bermuda-Newport

Bermudan Yawl
United States
U.S. Naval Academy Sailing Squadron
Skipper, D. Dykhuisen (2nd Lt.)

Gefion

Length:	91.0′ (28.0 m)
Rig Height:	96.0′ (29.3 m)
Beam:	24.0′ (7.4 m)
Draft:	8.0′ (2.5 m)
Thames Tonnage:	189 tons
Number of Crew:	24
Race:	Plymouth-Newport

Topsail Schooner
West Germany
Baltic Schooner Association

Germania VI

Length:	73.0′ (22.3 m)
Rig Height:	86.0′ (27.0 m)
Beam:	15.6′ (4.5 m)
Draft:	10.0′ (3.0 m)
Thames Tonnage:	56 tons
Number of Crew:	14
Race:	Plymouth-Tenerife

Bermudan Yawl
West Germany
Dr. Wolfgang Paul

Geronimo

Length:	54.2′ (16.5 m)
Rig Height:	67.0′ (20.4 m)
Beam:	13.6′ (4.2 m)
Draft:	8.1′ (2.5 m)
Thames Tonnage:	32 tons
Number of Crew:	10
Race:	Bermuda-Newport

Bermudan Yawl
United States
St. George's School
Capt. Stephen M. H. Connett

Gladan

Length:	112.5′ (34.3 m)
Rig Height:	103.0′ (31.4 m)
Beam:	23.9′ (7.3 m)
Draft:	13.5′ (4.2 m)
Thames Tonnage:	232 tons
Number of Crew:	34
Race:	Plymouth-Newport

Gaff Schooner
Builder: Naval Shipyard, Stockholm Sweden
Royal Swedish Navy
Skipper, Sten Gattberg, (Lt. Cdr.)

The gaff-rigged schooner **Gladan** was built in 1946. She was rebuilt and modernized in 1969. **Gladan** was named after a brig that served as a sail-training vessel between 1857 and 1924. She was subsequently sunk at dockside by underwater explosions in 1942.

Glénan

Length:	44.0′ (13.4 m)
Rig Height:	56.0′ (17.0 m)
Beam:	10.6′ (3.3 m)
Draft:	7.5′ (2.3 m)
Thames Tonnage:	14 tons
Number of Crew:	9
Race:	Plymouth-Newport

Bermudan Cutter
France
Capt. Jacques Vermot

Great Britain II

Length:	78.0′ (23.8 m)
Rig Height:	90.0′ (27.5 m)
Beam:	18.5′ (5.7 m)
Draft:	9.3′ (2.9 m)
Thames Tonnage:	102 tons
Number of Crew:	21
Race:	Plymouth-Newport

Bermudan Ketch
Builder: Bayside Marine, England
England
London Sailing Project
Skipper, J.E. Myatt (Lt. Col.)

Great Britain II, designed by Alan Gurney, was launched in 1973. She is named after the original *Great Britain,* England's first iron ship, now being renovated. The present *Great Britain,* the holder of the UK/Sydney record of 67 days, has circumnavigated the world twice, once in the Whitbread/RNSA Round-the-World Race.

Gypsy Moth V

Length:	58.0′ (17.7 m)
Rig Height:	64.0′ (19.5 m)
Beam:	12.0′ (3.7 m)
Draft:	8.0′ (2.5 m)
Thames Tonnage:	29 tons
Number of Crew:	7
Race:	Plymouth-Newport

Staysail Ketch
England
Lady Chichester
Capt. Peter Hambly

Robert Foley

Eendracht

Robert Foley

Lindø

Gazela Primeiro

Gorch Fock

Juan Sebastian de Elcano

Libertad

In **Gypsy Moth V,** Sir Francis Chichester attempted, unsuccessfully, to average 200 miles a day for 2000 miles, thus eclipsing the speed records of the clipper ships. It was in this same ship, a Robert Clark design, that Sir Francis started out on his last voyage, the 1972 Observer Singlehanded Transatlantic Race, which he never finished.

Henri

Length: 51.5′ (15.7 m)
Rig Height: 61.0′ (18.6 m)
Beam: 15.1′ (4.6 m)
Draft: 7.5′ (2.3 m)
Thames Tonnage: 37 tons
Number of Crew: 8
Race: Plymouth-Newport

Gaff Ketch
The Netherlands
Capt. C. S. Jonker

Hetman

Length: 50.8′ (15.5 m)
Rig Height: 58.0′ (17.7 m)
Beam: 12.3′ (3.8 m)
Draft: 7.6′ (2.4 m)
Thames Tonnage: 31 tons
Number of Crew: 8
Race: Plymouth-Newport

Bermudan Cutter
Poland
Yacht Club Kotwica
Capt. Jan Pinkiewicz

Jacomina

Length: 64.0′ (19.5 m)
Rig Height: 73.0′ (22.3 m)
Beam: 18.5′ (5.7 m)
Draft: 9.5′ (2.9 m)
Thames Tonnage: 66 tons
Number of Crew: 8
Race: Tenerife-Newport

Gaff Ketch
The Netherlands
Capt. Jan Derwig

Kukri

Length: 54.5′ (16.7 m)
Rig Height: 69.0′ (21.0 m)
Beam: 14.4′ (4.4 m)
Draft: 8.5′ (2.6 m)
Thames Tonnage: 33 tons
Number of Crew: 12
Race: Plymouth-Newport

Bermudan Cutter
England
Royal Armoured Corps Yacht Club
Skipper, C. Barne (Major)

Leonid Teliga

Length: 59.6′ (18.2 m)
Rig Height: 69.0′ (21.0 m)
Beam: 15.2′ (4.7 m)
Draft: 9.2′ (2.8 m)
Thames Tonnage: 38 tons
Number of Crew: 10
Race: Plymouth-Newport

Bermudan Yawl
Poland
Iron Shackle Fraternity and Polish Radio & T.V.
Capt. Adam Jasser

Lindø

Length: 91.0′ (27.8 m)
Rig Height: 85.0′ (26.0 m)
Beam: 22.0′ (6.7 m)
Draft:
Thames Tonnage: 176 tons
Number of Crew: 14
Race: Plymouth-Newport

Topsail Schooner
Grand Cayman Island, BWI
Flying Turtle Charter & Trading Co.
Capt. W. Brian Watson

Magic Venture

Length: 51.8′ (15.8 m)
Rig Height: 70.0′ (21.4 m)
Beam: 11.5′ (33.5 m)
Draft: 7.0′ (2.2 m)
Thames Tonnage: 20 tons
Number of Crew: 6
Race: Bermuda-Newport

Bermudan Yawl
United States

Maruffa

Length: 67.5′ (20.6 m)
Rig Height: 85.0′ (26.0 m)
Beam: 15.3′ (4.7 m)
Draft: 9.0′ (2.8 m)
Thames Tonnage: 55 tons
Number of Crew: 16
Race: Bermuda-Newport

Bermudan Yawl
United States
Educational Experiences, Inc.
Capt. Frederick A. Gautesen

Maruffa, designed by Philip Rhodes, was built in 1935 to take part in the TransPac Race. She is now owned by a nonprofit institution, and is operated for deep-ocean, biological and oceanographic research. This is one of two major independent, educational organizations in the US that uses ocean-going vessels to teach oceanography and sail-training.

Master Builder

Length: 71.5′ (21.8 m)
Rig Height: 75.0′ (22.9 m)
Beam: 14.2′ (4.4 m)
Draft: 7.5′ (2.3 m)
Thames Tonnage: 50 tons
Number of Crew: 15
Race: Plymouth-Newport

Bermudan Ketch
England
Ocean Youth Club

Meteor

Length: 49.2′ (15.0 m)
Rig Height: 69.0′ (21.0 m)
Beam: 12.5′ (3.8 m)
Draft: 7.1′ (2.15 m)
Thames Tonnage: 27 tons
Number of Crew: 6
Race: Plymouth-Newport

Bermudan Sloop
West Germany
Capt. Gunter von Maiottky

Mitralis

Length: 43.0′ (13.1 m)
Rig Height: 58.0′ (17.7 m)
Beam: 11.7′ (3.6 m)
Draft: 7.3′ (2.2 m)
Thames Tonnage:
Number of Crew: 8
Race: Tenerife-Newport

Bermudan Sloop
West Germany
Capt. Hans Viktor Howaldt

Nis-Puk

Length: 56.0′ (17.1 m)
Rig Height: 56.0′ (17.1 m)
Beam: 16.3′ (5.0 m)
Draft: 5.3′ (1.7 m)
Thames Tonnage: 55 tons
Number of Crew: 4
Race: Tenerife-Newport

Gaff Ketch
West Germany
Capt. Karl-Heinz Nissen

Norseman

Length: 52.0′ (15.9 m)
Rig Height: 63.0′ (19.2 m)
Beam: 15.1′ (4.6 m)
Draft: 7.0′ (2.2 m)
Thames Tonnage: 38 tons
Number of Crew: 16
Race: Plymouth-Newport

Bermudan Ketch
The Netherlands
Capt. H. Huisman

Outlaw

Length: 48.5′ (14.8 m)
Rig Height: 65.0′ (19.8 m)
Beam: 13.1′ (4.0 m)
Draft: 8.2′ (2.5 m)
Thames Tonnage: 17 tons
Number of Crew: 6
Race: Plymouth-Newport

Bermudan Cutter
England
Capt. Robert Fewtrell

Polonez

Length: 45.4′ (13.9 m)
Rig Height: 50.0′ (15.3 m)
Beam: 12.1′ (3.7 m)
Draft: 7.4 (2.3 m)
Thames Tonnage: 22 tons
Number of Crew: 6
Race: Plymouth-Newport

Bermudan Ketch
Poland
Marine Engineering College
Capt. Krzysztof Baranowski

Polski Len

Length: 45.2′ (13.8 m)

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HAPPY BIRTHDAY, AMERICA
from your Pepsi-Cola Bottler.

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Mircea

Nippon Maru

Unicorn

Artemis

Rig Height: 50.0′ (15.3 m)
Beam: 12.0′ (3.7 m)
Draft: 7.0′ (2.2 m)
Thames Tonnage: 20 tons
Number of Crew: 7
Race: Bermuda-Newport

Bermudan Ketch
Poland
Polish Pathfinders Union
Capt. Wieslaw Klosowski

Restless

Length: 44.1′ (13.5 m)
Rig Height: 58.0′ (17.7 m)
Beam: 11.0′ (3.4 m)
Draft: 6.1′ (1.9 m)
Thames Tonnage: 14 tons
Number of Crew: 10
Race: Bermuda-Newport

Bermudan Yawl
United States
U.S. Naval Academy Sailing Squadron
Skipper, D. Thieme (Ens.)

Sabre

Length: 53.9′ (16.5 m)
Rig Height: 70.0′ (21.4 m)
Beam: 14.4′ (4.4 m)
Draft: 8.3′ (2.4 m)
Thames Tonnage: 33 tons
Number of Crew: 12
Race: Plymouth-Bermuda

Bermudan Yawl
England
Joint Service Sailing Centre

Saracen

Length: 66.5′ (20.3 m)
Rig Height: 84.0′ (25.6 m)
Beam: 14.0′ (4.3 m)
Draft: 7.8′ (2.4 m)
Thames Tonnage: 46 tons
Number of Crew: 14
Race: Tenerife-Newport

Bermudan Yawl
United States
Capt. Warren Eve

Sayula II

Length: 64.5′ (19.7 m)
Rig Height: 80.0′ (26.0 m)
Beam: 26.5′ (5.0 m)
Draft: 9.5′ (2.9 m)
Thames Tonnage: 57 tons
Number of Crew: 9
Race: Bermuda-Newport

Bermudan Ketch
Builder: Nautor, Finland
Mexico
Capt. Ramon Carlin

Sayula II, a Sparkman & Stephens Swan 65, was the winner of the 1974 Whitbread/RNSA Round-the-World Race.

Sir Winston Churchill

Length: 134.7′ (41.0 m)
Rig Height: 112.0′ (34.5 m)
Beam: 25.0′ (7.7 m)
Draft: 15.5′ (4.7 m)
Thames Tonnage: 299 tons
Number of Crew: 55
Race: Plymouth-Newport

Topsail Schooner
Builder: Richard Dunston Ltd., Hessel on the Humber
England
The Sail Training Association
Capt. C.P.R. Collis

Sir Winston Churchill, launched in 1966, is one of the Sail Training Association's own ships. She was built specifically to represent Great Britain in the Tall Ships Races. She has pioneered the concept of girl crews amongst the Tall Ships, and usually has girls in her crew when she is on a sail training cruise. She will race the Bermuda-to-Newport leg of the Tall Ships Race with an all-girl crew.

Skookum III

Length: 72.0′ (22.0 m)
Rig Height: 67.0′ (20.5 m)
Beam: 15.0′ (4.6 m)
Draft: 7.0′ (2.2 m)
Thames Tonnage: 54 tons
Number of Crew: 10
Race: Bermuda-Newport

Schooner
United States
Capt. David Lockyer

Stella Polare

Length: 70.5′ (21.5 m)
Rig Height: 83.0′ (26.0 m)
Beam: 16.0′ (4.9 m)
Draft: 10.4′ (3.2 m)
Thames Tonnage: 58 tons
Number of Crew: 15
Race: Plymouth-Newport

Bermudan Yawl
Italy
Italian Navy

Stortebeker

Length: 50.8′ (15.5 m)
Rig Height: 64.0′ (19.5 m)
Beam: 12.9′ (4.0 m)
Draft: 8.0′ (2.5 m)
Thames Tonnage: 29 tons
Number of Crew: 10
Race: Plymouth-Newport

Bermudan Sloop
West Germany
Hamburgischer Verein Seefahrt
Capt. Gunther K. Beher

Tabor Boy

Length: 92.0′ (28.0 m)
Rig Height: 82.0′ (25.0 m)
Beam: 21.0′ (6.5 m)
Draft: 11.0′ (3.4 m)
Thames Tonnage: 127 tons
Number of Crew: 22
Race: Bermuda-Newport

Gaff Schooner
United States
Tabor Academy
Capt. Geo. G. Glasser

Te Vega

Length: 134.0′ (41.0 m)
Rig Height: 87.0′ (27.0 m)
Beam: 28.0′ (8.6 m)
Draft: 17.0′ (5.2 m)
Thames Tonnage: 380 tons
Number of Crew: 36
Race: Bermuda-Newport

Gaff Schooner
Builder; Krupp, Kiel, Germany
United States
The Flint School
Capt. James M. Stoll

Te Vega was designed by Cox and Stevens and launched in 1932. She is steel-hulled and gaff-rigged. The Navy used her during World War II off the coast of California. Six years ago she was bought by the Flint School, which is based in Florida. She is in actuality a floating campus handling Junior and Senior High School curriculum.

Ticonderoga

Length: 72.4′ (22.1 m)
Rig Height: 88.0′ (26.8 m)
Beam: 16.1′ (5.0 m)
Draft: 7.9′ (2.5 m)
Thames Tonnage: 72 tons
Number of Crew: 9
Race: Bermuda-Newport

Bermudan Ketch
United States
Capt. Ken MacKenzie

Tina IV

Length: 72.3′ (22.0 m)
Rig Height: 82.0′ (25.0 m)
Beam: 17.3′ (5.3 m)
Draft: 7.8′ (2.4 m)
Thames Tonnage: 54 tons
Number of Crew: 7
Race: Tenerife-Newport

Bermudan Ketch
West Germany
Capt. F. E. Scharfeld

Transition

Length: 48.6′ (14.8 m)
Rig Height: 50.0′ (15.3 m)
Beam: 12.0′ (3.7 m)
Draft: 5.0′ (1.6 m)
Thames Tonnage: 24 tons
Number of Crew: 7
Race: Bermuda-Newport

Bermudan Ketch
United States
Expedition Training Institute

Capt. Kenneth R. Hamilton

Urania

Length:	72.0′ (22.0 m)
Rig Height:	86.0′ (26.0 m)
Beam:	17.2′ (5.3 m)
Draft:	10.5′ (3.2 m)
Thames Tonnage:	70 tons
Number of Crew:	16
Race:	Plymouth-Newport

Bermudan Ketch
The Netherlands
Royal Netherlands Navy
Skipper, F.J.T. Reedeker (Cdr.)

Vega

Length:	65.0′ (19.8 m)
Rig Height:	81.0′ (24.7 m)
Beam:	14.3′ (4.4 m)
Draft:	8.4′ (2.6 m)
Thames Tonnage:	45 tons
Number of Crew:	12
Race:	Tenerife-Newport

Bermudan Sloop
Portugal
Portuguese Navy
Skipper, Celestino da Silva (Lt. Cdr.)

Veleda

Length:	67.3′ (20.5 m)
Rig Height:	82.0′ (25.0 m)
Beam:	15.0′ (4.6 m)
Draft:	9.2′ (2.8 m)
Thames Tonnage:	55 tons
Number of Crew:	8
Race:	Bermuda-Newport

Staysail Schooner
Builder: Clyde, Scotland
West Indies
Capt. Mike McMillan

Veleda, designed by Frederick Sheperd, was launched in 1935. She was constructed to heavy scantlings, and is thus well equipped to be an ocean going vessel. **Veleda** is used for cadet training and oceanographic research projects.

Voyager

Length:	51.0′ (15.6 m)
Rig Height:	60.0′ (18.3 m)
Beam:	14.0′ (4.3 m)
Draft:	7.3′ (2.3 m)
Thames Tonnage:	33 tons
Number of Crew:	7
Race:	Bermuda-Newport

Gaff Schooner
United States
Capt. Peter Phillipps

Walross III

Length:	53.0′ (16.1 m)
Rig Height:	71.0′ (21.5 m)
Beam:	14.5′ (4.4 m)
Draft:	8.3′ (2.5 m)
Thames Tonnage:	32 tons
Number of Crew:	12
Race:	Plymouth-Newport

Bermudan Sloop
West Germany
Acedemical Sailing Assoc.
Capt. Claus Reichardt

Wandering Star

Length:	56.0′ (17.1 m)
Rig Height:	72.0′ (22.0 m)
Beam:	16.5′ (5.1 m)
Draft:	7.0′ (2.2 m)
Thames Tonnage:	53 tons
Number of Crew:	15
Race:	Plymouth-Tenerife

Bermudan Ketch
England
Lloyds Bank Sailing Club
Capt. P. K. Murray

White Dolphin III

Length:	32.4′ (9.9 m)
Rig Height:	48.2′ (14.7 m)
Beam:	11.2′ (3.4 m)
Draft:	5.0′ (1.6 m)
Thames Tonnage:	14 tons
Number of Crew:	3
Race:	Bermuda-Newport

Bermudan Sloop
West Germany
Capt. Wolf-Dietrich Kirchner

William H. Albury

Length:	70.0′ (21.4 m)
Rig Height:	78.0′ (23.8 m)
Beam:	16.0′ (4.9 m)
Draft:	6.0′ (1.9 m)
Thames Tonnage:	54 tons
Number of Crew:	10
Race:	Bermuda-Newport

Gaff Schooner
United States
Capt. Joseph A. Maggio

Westward

Length:	98.6′ (30.1 m)
Rig Height:	96.0′ (29.3 m)
Beam:	22.0′ (6.7 m)
Draft:	11.2′ (3.4 m)
Thames Tonnage:	168 tons
Number of Crew:	28
Race:	Bermuda-Newport

Topsail Schooner
Builder: Abeking & Rasmussen, Germany
United States
Sea Education Assoc. Inc.
Capt. Jonathan Lucas, M.M.

Built of steel in 1961, she was designed after the North Sea pilot schooners by Eldredge-McInnis of Boston. She is a modern version of the famous *Yankee*. **Westward** has nearly circumnavigated the world twice and logs approximately 20,000 miles a year. She is one of two full-time, nonprofit, oceanographic research and sail-training vessels operating in the United States.

Wojewoda Koszalinski

Length:	52.9′ (16.1 m)
Rig Height:	62.4′ (19.0 m)
Beam:	14.4′ (4.4 m)
Draft:	7.6′ (2.3 m)
Thames Tonnage:	33 tons
Number of Crew:	10
Race:	Plymouth-Newport

Bermudan Ketch
Poland
Polish Yachting Association
Capt. Szmidt Bronislaw

Zawisza Czarny

Length:	118.0′ (36.0 m)
Rig Height:	81.0′ (25.7 m)
Beam:	22.0′ (6.7 m)
Draft:	15.0′ (4.6 m)
Thames Tonnage:	197 tons
Number of Crew:	35
Race:	Plymouth-Newport

Staysail Schooner
Poland
Polish Pathfinders Union
Capt. D. Bogdan Olszewski

The original **Zawisza Czarny** was an old, Swedish trading schooner built in 1902. Bought by the Polish Pathfinders Union in 1934, she was reconstructed as a sail-training ship. Between 1935 and 1939, she was used in this capacity until she was captured by the Germans and taken to Germany. When she was returned to Polish possession, it was obvious that she was too badly damaged to be salvaged. The present **Zawisza Czarny** is her replacement. Her name, which comes from medieval Europe, was the nickname of a heroic Polish knight, known for many courageous battles, who died in 1410 fighting the Turks.

Zew Morza

Length:	90.8′ (27.7 m)
Rig Height:	75.0′ (23.0 m)
Beam:	21.0′ (6.4 m)
Draft:	10.0′ (3.0 m)
Thames Tonnage:	118 tons
Number of Crew:	22
Race:	Tenerife-Newport

Gaff Schooner
Poland
Polish Yachting Association
Capt. Zdziskaw Michalski

Zenobe Gramme

Length:	93.4′ (28.5 m)
Rig Height:	92.0′ (28.0 m)
Beam:	22.5′ (6.9 m)
Draft:	8.6′ (2.6 m)
Thames Tonnage:	161 tons
Number of Crew:	15
Race:	Plymouth-Newport

Bermudan Ketch
Belgium
Belgian Navy
Skipper, Saille Georges (Lt.)

Carola

Chief Aptakisic

Maruffa

Te Vega

Zawisza Czarny

Sail Training as a Modern Idea

by Barclay Warburton
President, American Sail Training Association

For a considerable period of time, there has been growing recognition of the value of sail-training as a character building experience for both young people and adults. Nowhere is this better exemplified than in the "Tall Ships Races" which take place every other summer in the waters of the North Sea, the Baltic and the British Isles and, in 1976, will finish for the first time on the eastern seaboard of the United States. Fifty to 60 sailing vessels, from some 20 nations, take part in the ocean races, and then gather in the terminal port for a four-day regatta which includes crew exchanges, intership competitions, and a Parade of the Tall Ships.

A few years ago, sail-training was confined to the last few great square-riggers whose purpose was to train professional career officers for the Navy and Merchant Marine. Today, thanks to the efforts of the Sail Training Association in England, a whole new dimension of education has come into being: the use of smaller, more economically operated, but still deep-water ships, to take both young and adult persons on two to three week cruises as a character building experience.

Seven such groups are operating in England alone; most of them have endowment help, and all passengers pay a fee. Of the 73 vessels participating in the Tall Ships Races of 1974, only about 14 were engaged in training professionals, the best being operated by various associations and individuals who believe in helping young people and adults to develop the strengths of character needed to survive among 20th century pressures.

This interest in sail-training in England and Europe has been almost entirely absent from the American

Gorch Foch, *West German barque, sailing under London's Tower Bridge, Festival of Sail 1975.*

Yachting World

Yachting World

Tall Ships line Amsterdam's waterfront during the city's 700th anniversary celebrations.

approach to the problems of youth guidance, self-expression, and the maturing process. Simply put, the Europeans, and particularly the British with their very special maritime heritage, seem to quickly recognize that there is still no more efficacious way to turn a confused young boy into a purposeful young man than to get him aboard a sailing ship for a period of time ranging anywhere from two weeks to two months. He accepts discipline quickly, because he is in a totally strange environment where he is helpless unless told exactly what to do virtually every minute. He perceives that a sailing ship is so incredibly complicated that it could not possibly work without a high degree of order. And he feels a strong sense of belonging, because even if his job is a most menial one, he can see that the entire structure depends upon each one relying upon the other to do his particular job.

From all of this, when he leaves the ship, he takes with him into the outside world a new awareness of his importance to society as a whole, a new appreciation for the necessity for order in a highly complicated society, and a new readiness to accept the disciplines imposed by school, job, or by life itself. The final step in the process, obviously, is the understanding of the need for self-discipline, which then alleviates the need for, and more especially the resentment against, superimposed discipline. It is at this point in life that wisdom begins.

The tremendous interest in sail-training in Britain is primarily due to the Sail Training Association, which numbers among its staunchest supporters Col. James E. Myatt, RA. In 1964, when Operation Sail '64 took place in New York, England had no large sail-training ship. Col. Myatt was determined that Britain would be represented among the vessels. After much searching, he was able to borrow the 72' yacht *Tawau* and sail her, with a crew of youngsters, in the Tall Ships Race to Bermuda, thence to New York.

Tawau and *Merlin,* a 25-ton sloop, were Britain's only representatives in New York that year among all the Tall Ships from so many nations. Public interest in England was aroused by the revelation that this proud maritime nation had no true "Tall Ship" for training purposes. Led by Col. Myatt and Lord Amory, the Rona Trust was established and the 48-ton ketch *Rona* was permanently acquired.

The Sail Training Association then determined that the time had come to build their own ship and, under the able leadership of Mr. Maldwin Drummond, funds were raised from all over Britain to build *Sir Winston Churchill,* the first true training ship built for the sole purpose of taking young people to sea for character building. Her great success occasioned the subsequent building of *Malcolm Miller* and, unquestionably, influenced the Sea Cadet Corps in their decision to build a ship of their own, the brig *Royalist.*

That the United States lags far behind England and Europe in this worthwhile endeavour has been most apparent recently. In the Tall Ships Race '72 and Operation Sail '72, two American vessels participated for the first time in the 16 year history of the Transatlantic Sail Training Races — the USCG training bark *Eagle* and the privately operated hermaphrodite brig *Black Pearl. Eagle* had 180 cadets from the Coast Guard Academy aboard, and *Black Pearl* was manned by eight trainees from Rhode Island and Massachusetts and four officers. Only one American yacht, the schooner *America,* took part in the Races in 1974, and she carried Danish boys as trainees.

Certainly we have the knowledge, the capability and the financial strength in this country to get a similar program underway. Without question, we also have the need: thousands of young people for whom a two or three week period under sail, with qualified instructors and counselors, might well be the turning point between a creative and constructive life or an existence of confusion and despair.

Aside from the USCG *Eagle,* whose purpose is the training of officers qualified to handle the particular demands of that excellent service, there is not a single deep-water American Sail Training Ship operating full time in general youth training. The ships discussed below are all engaged to a greater or lesser degree in programs which provide young people with a sailing experience, but all are limited either by seasonal operations or lack of funding. In addition, most of them are further limited by Coast Guard regulations to a 20-mile offshore cruising restriction.

Brilliant, the lovely two-masted schooner given to Mystic Seaport by Briggs Cunningham, probably comes closer to a true sail-training ship along the English model than any other vessel now operating. The 10 youngsters who board *Brilliant* for a six-day cruise must first go through the *Conrad* program — a 10 day stint aboard Alan Villiers famous old sail-training ship at her permanent dockside berth at Mystic Seaport.

The following year, qualified youngsters can sail aboard *Brilliant* with Capt. Francis Bowker, a fine and knowledgeable seaman. All youngsters pay a fee which goes to help support the program. The generous support given annually by Mr. Cunningham makes this program available to youngsters from all walks of life, and is an example which could well be emulated by other foundations or individuals interested in youth training. Although *Brilliant* is one of the fastest ocean-racing schooners ever built, and for many years held a transatlantic record, she is one of those restricted to inshore waters.

Tabor Academy at Marion, Massachusetts, has for many years operated a schooner as part of the school's sailing program. Their present *Tabor*

Boy is a strong, steel-hulled, Dutch-built pilot schooner with berths for 22 boys. She is under the command of Capt. George Glaeser, a graduate of King's Point. The schooner works with a "Sea Ranger" program in the summer when the regular school session is not in operation. *Tabor Boy* cruises from Maine to Bermuda, making a solid contribution to sail-training in this country. Her use is limited, however, to those boys whose families are able to afford the fairly high tuition of a private school.

Another seagoing experience for young people is conducted by the Sailing Education Association (SEA) of Boston and Woods Hole aboard the steel schooner *Westward*. This program, however, is of a somewhat different nature, for its purpose is technological training in oceanography for college-level majors. It does not, therefore, reach the kind of youngster for whom the character building aspects of sail-training are most needed. At present writing, some 18 classes have been graduated through *Westward's* 13-week program, and the leadership of Corwith Cramer has been the major factor in the vessel's acceptance for government and foundation support as a viable oceanographic training ship. As an oceanographic research vessel, *Westward* is not limited to coastwise cruising, and she has made many transatlantic passages.

The South Street Seaport Museum operates the schooner *Pioneer* during the summer months in a most admirable program — drug rehabilitation. While worthwhile, the program is oriented to a specific purpose and is, therefore, limited to unfortunate youths who have fallen prey to drug abuse. Peter Sanford was responsible for getting this program underway: he points with pride to the fact that *Pioneer's* graduates have the lowest rate of recidivism of any of New York's drug rehabilitation programs.

The hermaphrodite brig *Black Pearl* has undertaken a sail-training program on an intermittent basis, in summer only. She worked briefly at Boys Harbor, New York, in the summer of '62, taking youngsters out for day sailing only. In 1964, she worked all summer with five trainees aboard on an extended program which started from Nassau in late June and included participation in Operation Sail '64, and a further six-week cruise in Maine and Nova Scotia. In 1969, she did nine weeks with different units of the Junior Naval Cadets of America on a three-day-a-week basis.

In 1972 she undertook her most ambitious program, leaving Newport, Rhode Island, July 2 to sail to England for the Tall Ships Race from Cowes to the Skaw and the subsequent Operation Sail Lubeck-Kiel '72. With a complement of eight cadets and four afterguard, she was the first American Sail Training yacht ever to participate in the International Sail Training Races and, to date, the only such yacht with an all-US crew.

The commercial schooners *Shenandoah* and *Bill of Rights* recently have done much to assist in sail-training. These ships suffer from a common problem — they must earn their keep if they are to stay in commission, and their price structure is necessarily geared to the summer cruise market. Capt. Robert Douglas of *Shenandoah* has been a strong supporter of the Mariner Scouts, and each year makes his vessel available in the spring to this organization at a reduced charter fee. Capt. Joseph Davis of *Bill of Rights*, also an enthusiastic supporter of sail-training, has been generous in trying to help deserving youngsters get to sea. Capt. Eben Whitcomb of the new schooner *Harvey Gamage* is now becoming involved in a sail-training effort, this year taking part in the ASTA Coastwise Race, part of the '76 sail-training races.

Through the generosity of the late William Wyckoff Smith, the Philadelphia Maritime Museum has acquired the barkentine *Gazela Primeiro*. She was extensively refitted in 1974, and plans call for her to operate with the Naval Sea Cadets. To see this grand old Portuguese salt-banker sailing our coasts will be an inspiring sight indeed. Mr. Smith also restored the brig *Unicorn* which is now operating out of Fort Lauderdale with 16 youngsters aboard.

In San Francisco, the schooner *New World* was placed at the disposal of the Oceanic Society by the late George Kiskaddon. Her program includes weekend trips for youngsters, with emphasis on environmental problems, endangered species, and pollution control.

To the author's knowledge, this is about the extent of sail-training in America today. If any schools or programs have not been mentioned, it is entirely through lack of information, and the author apologizes for any inadvertent slight. All in all, this is a sad commentary on the lack of interest in youth preparation in a nation that boasts the most powerful Navy afloat and a long and proud maritime tradition. There is here a vacuum that must be filled promptly if we are to keep abreast of the other nations of the world in developing ways to bring our young people into the full stream of competitive endeavor with strong backgrounds of self-discipline, self-confidence and awareness for others.

To help fill the vacuum in this country, the American Sail Training Association has been brought into being. Based at Newport, Rhode Island, it is intended that the Association become a national organization with as wide a representation as possible and with a membership which, in time, will number upwards of 100,000 persons.

The Association is run by a Board of Directors of 20 persons, including the former and present Commanding Officers of USCG *Eagle* and representatives from all the sail-training programs mentioned above. Rear Adm. Joseph C. Wylie, USN (Ret.) is presently chairman of the board of directors. There is a provision in the By-laws providing for a National Advisory Board made up of representatives from the Naval Academy, Coast Guard Academy, State Maritime Academies, and prominent schools, museums, and oceanographic institutions which maintain a sail-training program.

In 1973, in its first year of operation, ASTA ran the first American Sail Training Races, with USCG *Eagle* and 10 schooners participating; in 1974, the second races were held with similar participation. In addition, the first annual cruise was undertaken in 1974, with the topsail schooner *Shenandoah* being chartered by the Association for a one-week cruise for 28 boys and girls. This beginning was made possible through the generosity of many donors and members. In 1975, two overnight races were held.

In its first regular year of operation, the Association provided scholarship assistance to 44 youngsters. The program in 1975 placed 20 youngsters on the schooner *Bill of Rights*. In 1976, the ASTA is co-host with STA for organizing the transatlantic Tall Ships Race, and is responsible for all activities in Newport.

The work of the Association is carried out by three standing committees: Finance and Funding, Membership, and Sail Training and Education. There are also two special committees: the Race Committee, which has responsibility for running the Annual Sail Training Races, and the Tall Ships Committee, charged with coordinating all events coincident with the finish of the International Sail Training Race '76, the In-Shore Regatta at Newport, the reception and entertainment of visitors to Newport during the stay of the Tall Ships, and the orderly transfer of responsibility to Operation Sail '76 on the departure of the Tall Ships for New York on July 1, 1976.

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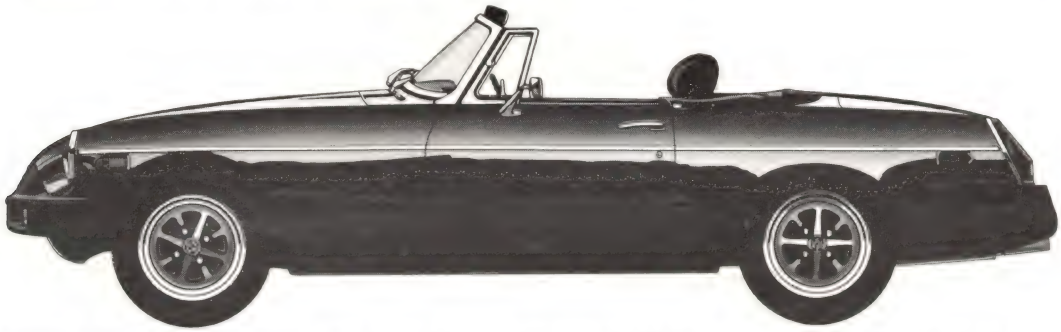

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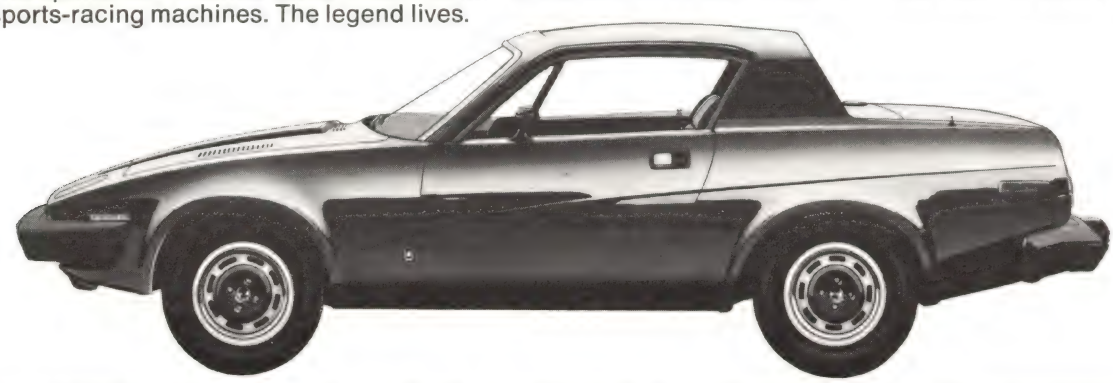

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The Power of Sail

by Maldwin Drummond, D.L., J.P.
Vice Patron and Past Chairman of the Sail Training Association.
Author of *Tall Ships,* to be published in August 1976.

Anxiety about the energy crisis and pollution of the ocean environment could well spark greater interest in routes once followed by square-rigged ships carrying the world's sea trade. The dust that may have accumulated on the covers of Rear Adm. Boyle T. Somerville's *Ocean Passages for the World* and some of the excellent publications of the Hydrographic Office of the United States Navy may have to be feathered away as the demand for methods of harnessing the sun's energy by using the world's winds gathers strength.

As windmills born of yesterday's inventiveness and perfected by today's technology rise above the land, so could the masts of tall ships dedicated to harnessing free, clean power once again grace the profile of the waterfront.

Harnessing the wind owes as much to an understanding of ocean wind and current patterns as it does to the development of the fast sailing vessel. One of the first to realize this was the American naval officer Matthew Maury (1806–1873), who collected and collated wind and weather reports from masters of US and foreign ships. From these he published, in 1848, his track charts showing the main wind fields of the earth and, at the same time, the best routes for the sailing ship. The use of these charts, for example, knocked 50 days off the 180-day voyage from New York around the Horn to San Francisco.

This principle of collating the experience of others was later used in the British Admiralty publication, *Ocean Passages for the World,* in which a hundred tracks of actual voyages made by ships of Messrs. Hardie & Company of Glasgow were plotted. The Germans, too, had a pilots' guide in their *Segelhandbuch.* Alan Villiers, in his excellent little book *Voyaging With the Wind,* rates this and the US Hydrographic Office charts as best for practical guidance. These publications enabled the ship master to make best use of the westerlies of the southern oceans as well as the constant winds that blow westwards toward the Equator from the high-pressure areas 30° N. and 30° S.

Another aid to fast passage was improved vessel design, which had been retarded by the monoply enjoyed until 1833 by the East India Company in the Indian and China trade. They designed their vessels on the lines of the 18th century men-of-war, characterized by blunt entry and full bilge.

The Americans, though, in the middle of the 19th century, captured the lead in sailing vessel design. American inventiveness and love of sweet lines produced the first clipper, *Rainbow,* launched in New York in 1844. She had a concave bow creating a very sharp entry, and was noticeably different in both underwater appearance and speed, with a fine run aft. A look at the bow and shape of *Cutty Sark* at Greenwich illustrates the lines that added speed to cargo and passenger carrying.

The word "clipper" probably comes from small, fast vessels, known as Baltimore clippers, that plied the American eastern seaboard. The Americans had used this type to great effect as opium clippers before the Chinese ports were open to all. They could certainly show their paces, for one of them, *Falcon,* covered 374 nautical miles in 24 hours.

The need for this kind of performance was intensified by the magnet of the California gold rush in 1848 and the commercial advantage of bringing the first of the season's tea back from China. Gold fever resulted in 775 vessels visiting San Francisco in 1848, where only four had been there the year before, and in ships like the American clipper, *Flying Cloud,* 783 registered tons, length 208′ making San Francisco, round the Horn, in 89 days out of New York.

Urging yet more speed was the prize for the annual tea clipper race. This was a premium of 10 shillings (50p) per ton for the cargo of the first clipper to throw a sample ashore in London. In the race of 1866, *Ariel* (852 tons) led *Taeping* (767 tons) by 10 minutes off the English Downs, 99 days out of the Min River. Unbelievably *Ariel, Taeping* and *Serica* (708 tons) entered the West India Dock lock at the same time.

The emigrant-carrying clipper *James Baines,* length 266′, was another very fast ship. She covered the distance, transatlantic, from Boston to Liverpool in 12½ days. But perhaps the most remarkable vessel of all was another passenger clipper, the McKay-built *Lightning* of 1,468 tons and 244′ in length.

Lightning holds the all-time record for a single day's sail — 436 nautical miles in 24 hours, a staggering average speed of 18.2 knots.

Remarkable passages were achieved by the larger vessels of the Australian wool and grain trade and by ships carrying guano and, later, nitrate cargoes from the South American west coast. Laeisz's five-masted, full-rigged *Preussen,* of 5,081 registered gross tons and 408′ in length, covered 2,085 nautical miles in seven days, an average of 12.4 knots. *Herzogin Cecilie* achieved a seven-day average of 12.6 knots covering 2,120 miles.

The training ship speeds of today are lower, not being achieved in the high latitudes. For example, in the Boston Teapot Trophy organized by the Sail Training Association in 1964, *Gorch Fock,* over a period of 124 hours, sailed 1,079 nautical miles, an average of 8.7 knots, while in 1966, *Libertad* won with 1,335 nautical miles over the same period, an average of 10.7 knots.

Today, one Professor Prolss calculates that his proposed 17,000-ton Dynaship could average 12 knots under sail from Hamburg to Hampton Roads, and achieve 82% of the annual trips and carry 86% of the cargo of a 16-knot motor vessel.

Perhaps it will not require a Tall Ships Race to change attitudes on the waterfront, for the need to once again harness the trades could do this unaided.

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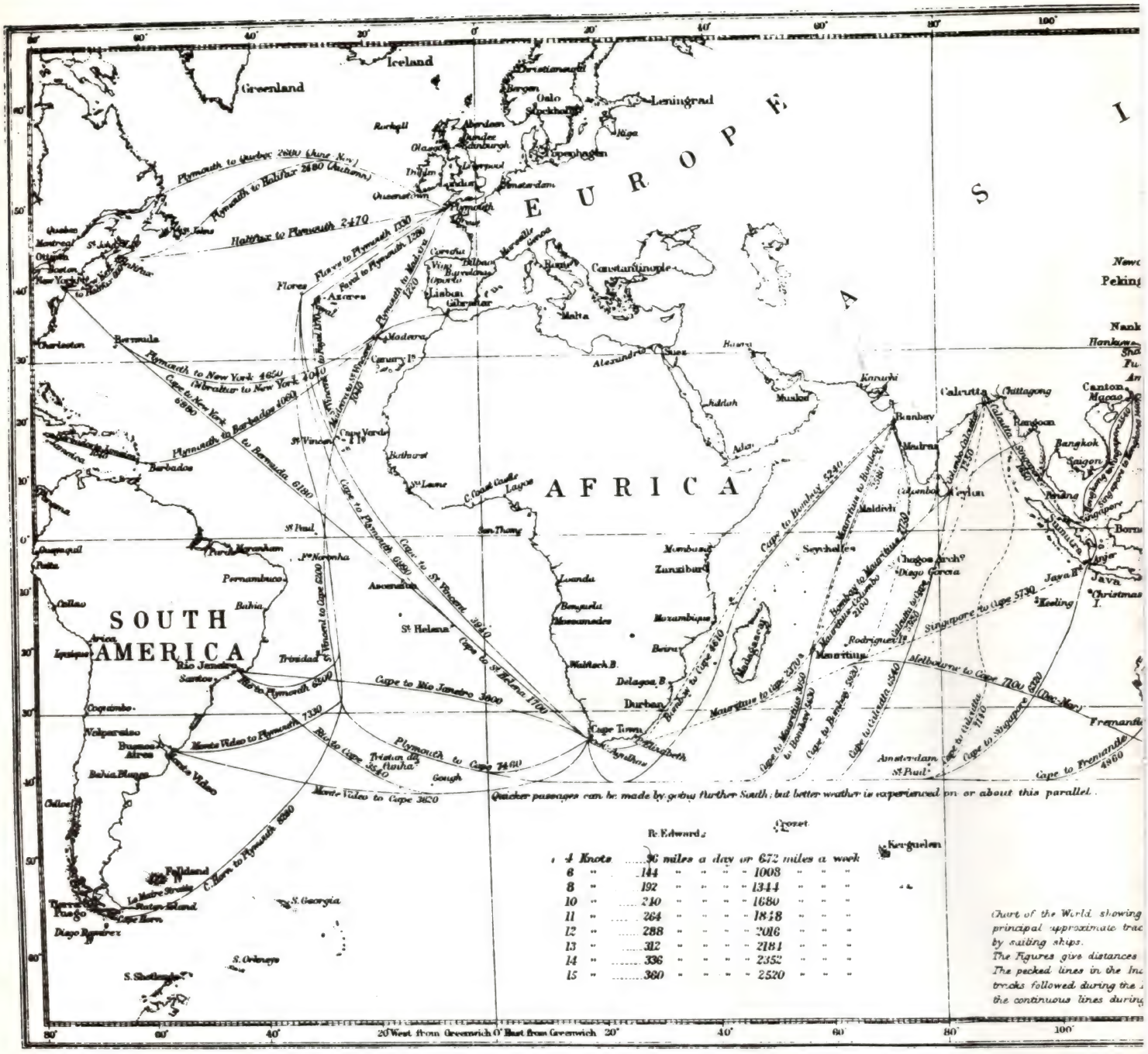

THE PRINCIPAL TRADE ROUTES OF THE CLIPPER SHIPS

Based on Admiralty Chart 1078, by permission of the Controller of H.M. Stationery Office.

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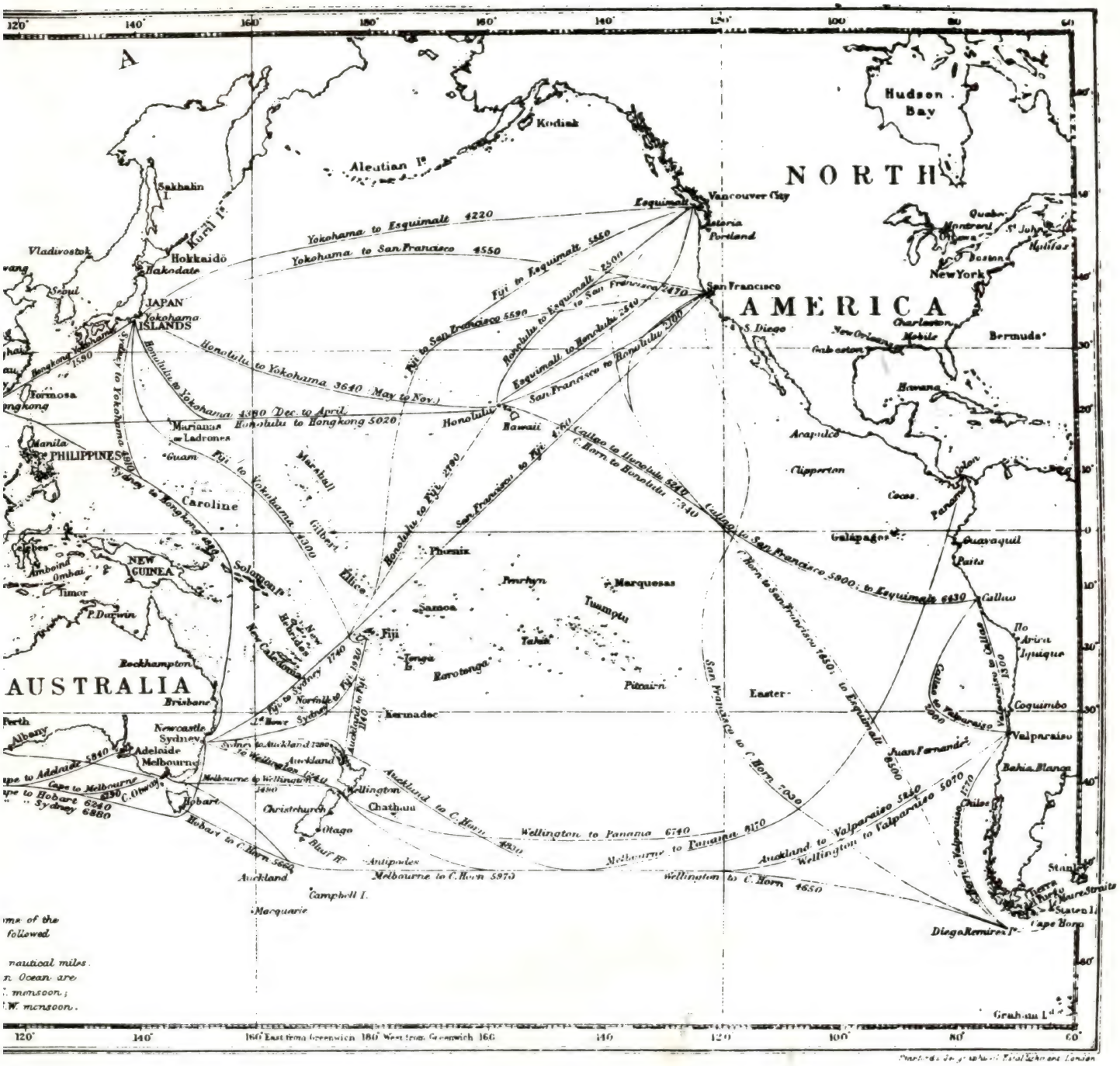
NORTH AMERICA
AUSTRALIA
JAPAN ISLANDS
PHILIPPINES
NEW GUINEA
Hudson Bay
Aleutian Is
Kodiak
Sakhalin I.
Kuril Is
Vladivostok
Hokkaidō
Hakodate
Seoul
Yokohama
Vancouver City
Esquimalt
Victoria
Portland
San Francisco
New York
Boston
Halifax
Quebec
Montreal
St. John
Yokohama to Esquimalt 4220
Yokohama to San Francisco 4550
Fiji to Esquimalt 5500
Fiji to San Francisco 5590
Honolulu to Esquimalt 2500
Honolulu to San Francisco 2410
Honolulu to Honolulu 2540
Esquimalt to Honolulu 3100
San Francisco to Honolulu 3100
Honolulu to Yokohama 3640 May to Nov.
Honolulu to Yokohama 4380 Dec. to April
Honolulu to Hongkong 5020
Honolulu
Hawaii
Marianas
Ladrones
Guam
Manila
Formosa
Hongkong
Bangkok
Singapore
Singapore to Yokohama 3580
Singapore to Hongkong 1580
Fiji to Yokohama 4300
Marshall
Gilbert
Caroline
Celebes
Amboina
Ombai
Timor
P. Darwin
Rockhampton
Brisbane
Perth
Albany
Newcastle
Sydney
Adelaide
Melbourne
Hobart
Cape to Melbourne 5840
Cape to Hobart 6240
Sydney 6880
C. Otway
Solomon Is
New Hebrides
New Caledonia
Ellice
Phoenix
Fiji
Samoa
Tonga
Rarotonga
Tahiti
Penrhyn
Marquesas
Tuamotu
Pitcairn
Easter
Kermadec
Norfolk
Fiji to Norfolk 1740
Fiji to Sydney 1930
Sydney to Fiji 1940
Auckland to Fiji 1740
Sydney to Auckland 1280
Melbourne to Wellington 1240
Auckland
Wellington
Chathau
Christchurch
Otago
Bluff H.
Antipodes
Campbell I.
Macquarie
Auckland to C. Horn 5070
Wellington to Panama 6740
Melbourne to Panama 6170
Auckland to Valparaiso 5850
Wellington to Valparaiso 5070
Melbourne to C. Horn 5970
Wellington to C. Horn 4650
Hobart to C. Horn 5660
San Francisco to C. Horn 5090
C. Horn to San Francisco 5900; to Esquimalt 6430
C. Horn to Honolulu 5340
Callao to Honolulu 5840
Callao to San Francisco 6450; to Esquimalt 6500
Galapagos
Panama
Cocos
Clipperton
Acapulco
Havana
Charleston
Mobile
New Orleans
Galveston
S. Diego
Bermuda
Quayaquil
Paita
Callao
Ilo
Arica
Iquique
Coquimbo
Valparaiso
Juan Fernandez
Bahia Blanca
Chiloe
Valparaiso to Chiloe 1300
Callao to Chiloe 2300
Staten I.
Cape Horn
Diego Ramirez I.
Graham L.
Magellan Straits
Tierra del Fuego
Port Famine
Cape Pillar
Cape Froward
Cape Gregory
Cape Virgins
Port Stanley
Falkland Is
Rio de la Plata
Montevideo
Buenos Aires
Rio Janeiro
Santos
Pernambuco
Bahia
Trinidad
Barbados
Jamaica
Kingston
Port Royal
Cape Hatteras
Cape Race
Cape Farewell
Cape Desolation
Cape Chidley
Cape Charles
Cape Henry
Cape Lookout
Cape Fear
Cape Florida
Cape Sable
Cape Canaveral

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Help Others/Help Yourself

The Coast Guard.

Birth of the *Eagle*

by David T. Ruley

The United States Coast Guard sail training barque *Eagle* started its life as a German vessel. She was launched in the shipyard of Blohm & Voss in Hamburg in 1936, christened *Horst Wessel.* The steel ship is a three-masted barque, 295′ LOA, displaces 1,700 tons and carries 22,000 sq. ft. of sail. *Horst Wessel's* early years were spent in home waters where she served as the flagship of the German Naval Training Squadron. Her normal complement was 250 cadets and 125 officers and men.

In 1938 *Horst Wessel* made her first and only Atlantic cruise to the Canary Islands; during the 1939–1945 war, her cruising was confined to the friendlier waters of the Baltic. During the last days of the war she was engaged, as were many German ships, in transporting East German refugees and soldiers west before the advancing Russian armies. She suffered some slight bomb damage, and miraculously escaped sinking when she failed to make Kiel Harbor the night an air raid sank every vessel in the harbor.

At the age of 10, *Horst Wessel* was to see a change in her fortunes as well as her nationality. I first saw the ship lying in a muddy tidal flat alongside a bombed out shipyard in war-torn Bremerhaven. The date was April 11, 1946, less than a year after the German surrender. She was tired and dirty with the grime of war and was at that time maintained by a small German Naval crew.

I was a member of a contingent of Coast Guardsmen who were sent over to Germany to fit out and sail the ship to the Coast Guard Academy in New London, Connecticut, where she would resume her old career as a sail training ship. My rating was that of Chief Photographers Mate. One may wonder why a photographer was necessary. I can only suppose that Coast Guard Headquarters was so intrigued by the idea of acquiring a square-rigger that they wanted to make the most of it. Our skipper and Commanding Officer designate of the *Eagle* was Commander Gordon McGowan, now Captain McGowan, USCG (Ret.), who wrote an interesting and highly personal account of this venture in a book entitled, "The Skipper and the Eagle," (Van Nostrand 1960).

Horst Wessel *lying in war-torn Bremerhaven, Germany, in April 1946. In less than two months she was fitted out and commissioned USCG Cutter* Eagle.

The German crew we found aboard were members of what was known then as the Controlled German Navy. Sailors, unlike soldiers, cannot just lay down their rifles. Ships, even those laid up, require ship-keepers. The German crew was led by Kapitanleutnant Barthold Schnibbe; many were young men who had served as cadets on *Horst Wessel.* Forty-eight of them made the voyage to America in the *Eagle.* Added to our crew of 72, we were a total of 120.

Fitting out a square-rigger in a devastated Germany presented a number of problems, chiefly where and how to find the vast amount of gear that a sailing ship requires. *Eagle* was fortunate in having a supply officer who was a wizard at finding what was needed, and who had the advantage of a German name.

It now seems incredible that just one month and 11 days after I first saw the *Horst Wessel* she had been fitted out, new sails made, rigging renewed and her auxiliary motor repaired. She had been slipped, her bottom cleaned and painted, and her hull coated in glistening white paint in traditional Coast Guard fashion. Even her gilded figurehead, a fiercely visaged eagle, now clutched a silver Coast Guard shield instead of the swastika which had long been removed. This was a present from Rickmers shipyard which had played a large part in the fitting out.

On May 22, 1946, the United States Coast Guard cutter *Eagle* was commissioned. *Horst Wessel* was no more. The Commodore from the US Naval Com-

Eagle, *near Bermuda, waiting for a breeze on her voyage to America in the summer of 1946.*

A view of Eagle*'s main course during the trade wind passage from Madeira to Bermuda enroute to her future home port of New London, Connecticut. She completed the 3,000-mile passage in 16 days of pleasant sailing.*

mand in Bremerhaven, under whose direction the *Eagle* had been fitted out, came aboard with appropriate naval fanfare and read his orders to the crew. Our skipper read his orders directing him to assume command. The chaplain said a prayer; the skipper ordered the watch set. The ensign was run up as the boatswain piped, and the *Eagle* was born.

She sailed on May 30; actually, she motored out of the harbor. Since the North Sea was infested with mines, and the swept channel through them was not very wide, a German tug was engaged to escort the ship down to Falmouth. The skipper, in his wisdom, decided that I might be able to take a few pictures of *Eagle* underway, in the event that she got a fair wind, if I went to Falmouth aboard the tug. Alas, my presence was not needed aboard the *Eagle*. The sea was flat calm when we left. The next day the wind blew hard — from dead ahead. We took her in tow.

The laconic Navy signalman aboard the German tug with me insisted that this tug was one of the German secret weapons. When I asked him to explain, he replied, "Why, it's an under-

water tugboat used for towing disabled U-boats." He was almost right. I found a berth in the lazarette beneath a leaky hatch and watched the water cascade down to the bilges. Water constantly swirled beneath the gratings of the pilothouse. A dry spot is hard to find aboard a North Sea tugboat.

Once we reached the channel, the wind dropped a bit. Before we reached Falmouth, we cast off our tow and *Eagle* made her own way into the harbor at Falmouth, thus sparing herself the ignominy of being dragged along behind a tug. I fear that few of the pictures I made during that voyage of 700 miles ever saw the light of day.

Falmouth was to have been a short stop for fuel and water, but the *Eagle's* stay was extended for three days due to a southwest gale. On Thursday, June 6, the weather cleared, we stood out of the harbour with the tide at 1130, and we motored the rest of the day. By evening a fine breeze came from the North, ideal for a course set for Madeira.

The crew kept busy setting sails and bracing the yards to take advantage of the varied winds. During these periods of good weather, I often used to climb up to the second platform of the fore and main masts to get shots of the crew working on the yards making sail. These platforms were a great comfort to me.

The rule aloft is one hand for the ship and one for yourself. I took a great deal of ribbing for not draping myself over the royal, but since the cameras required two hands to operate, I was quite content with my perch. At the bottom of the platform is a hole known as a "lubber's hole." Our seamen wouldn't be caught dead crawling through it, preferring a more spectacular ascent up and over the futtock shrouds.

On her first voyage to America, Eagle *buries her bow in green water as she runs before a fierce tropical storm.*

Before we sailed from Bremerhaven, the Red Cross kindly sent aboard a large box filled with pocket books for the use of the crew during off-watch hours. Despite a great display of activity I put on for the benefit of the quarter-deck as the box was dragged to a forward compartment, I was appointed Ship's Librarian. There was a minor problem. All the books were written in English and our crew was almost 50% German. This was solved by several of the German sailors who read English quite well translating into German for their mates. Our most popular book was "Forever Amber" which, although it would scarcely raise an eyebrow today, was considered rather racy reading in 1946. I believe the English reading of quite a number of our German crew improved considerably because of that book. It was quite dog-eared when we reached New York.

At noon on June 10, the *Eagle* was 305 miles from Madeira. We arrived at 2330 on the 11th during an impressive fireworks display. This was not to herald our arrival, for no one knew we were coming. It was to celebrate the birthdate of a locally popular saint. In 1946 Funchal, Madeira, was somewhat off the cruise ship route. Indeed, cruise ships were in rather short supply in those days, and the bumboats, with their various local items for sale, surrounded the ship daily.

The crew, with the exception of the German members, was granted liberty to go ashore and explore this interesting and beautiful island which suffered only from a shortage of tourists. We departed on Friday, June 14, bound for Bermuda 3,000 miles to the west. *Eagle* arrived just 16 days later on the 30th of June. These days were spent pleasantly sailing in the trade winds with a minimum of sail changing. Much necessary ship-keeping was done. Painted-over brass was uncovered and burnished bright with polish. The decks were holystoned, and *Eagle* looked the smart ship she was.

The crew took advantage of this fair weather. As we sailed along, we ran through numerous thunderheads, most of which contained a bit of rain. As soon as one was spotted, the off-watch lads would appear on deck, armed with towels, soap and nothing else. As the ship sailed through the rain shower, the men would soap up and rinse off before we passed beyond our "nature's shower bath." Several of the more optimistic types would often soap up on one rain shower, and rinse off on the next, which on occasion sometimes failed to materialize.

Just before reaching Bermuda, the wind died and we motored in. Our four-day stay in Hamilton Harbor was marked by many visitors to the *Eagle.* The Admiral, who was Superintendent of the Coast Guard Academy, was aboard the cutter *Sebago* along with the cadets on their annual training cruise, all anxious to see the *Eagle.* So were the people of Hamilton, including the Governor-General.

I was kept busy photographing the distinguished visitors. The crew was granted liberty to go ashore during these days, but as in Madeira, our German shipmates were not allowed permission to set foot on land, not even a deserted beach for a swim. I understand that our skipper tried very hard to get this permission.

On the morning of July 5, a Friday, as we were ready to leave, the Admiral came aboard. I was sent for and told to go to *Sebago.* The *Eagle* would put up her sails and I would photograph her from aboard the cutter. My big chance had come. I transferred over to the cutter *Sebago* in rather grand style in the Admiral's barge, and we cleared the harbor.

The captain of the cutter was most accommodating. Unfortunately the weather wasn't. The day was brilliant, but hardly a breath of air was stirring. I filmed and photographed poor *Eagle* as she rolled about in the swells. A sailing ship without wind is a sad sight.

The next day was great; there was plenty of wind, and our progress toward New York was rapid. The following morning a real blow came. *Eagle* was snugged down, lifelines were rigged, the barometer dropped, and we ran before the storm. I was told that *Eagle* sailed up to 16 knots in this weather. As the seas began to build, our sails began to blow out — four of them in all. *Eagle* plunged from crest to crest; each time her bowsprit dipped, her waist would fill with green water. Finally our skipper decided to heave-to and bring her into the wind. When an opportune moment arrived, the mizzen was hoisted, the wheel put over, and *Eagle* fought her way through the trough of the seas and turned her head into the wind.

The next day new sails were bent, and we arrived in New York Harbor at 2200 hours on July 8. Three days later I left the *Eagle,* and shall always remember with great affection that ship, her captain, and the crew that spoke two languages. From them I learned what real sailors were.

The *Eagle* is now 40 years old, still going about her business of training future Coast Guard officers in the art and practice of seamanship. I am happy to have known her in her youth.

American Sail Training Vessels

Although there is no government-sponsored sail training program in the United States other than that offered to Coast Guard Academy cadets on *Eagle*, two major independent educational organizations do use large ocean-going sailing vessels to teach oceanography: Educational Experiences Inc. (EEI), Wilton, New Hampshire, and Sea Education Association (SEA), Woods Hole, Massachusetts. Both are non-profit institutions that operate far-ranging, deep-ocean expeditions to gather biological and oceanographic data. And while sail training is a corollary activity, it is integral to both programs.

In addition to EEI and SEA, Tabor Academy of Marion, Massachusetts and St. Georges school of Newport, Rhode Island, have summer programs for students aboard ocean-going yachts. Coastal sailing programs are also offered by the New York City's South Street Seaport aboard the schooner *Pioneer*, and Mystic Seaport, Mystic, Connecticut, has a similar coastwise program involving the schooner *Brilliant*.

Educational Experiences was founded by Fred Gautesen, a mathematician from an old-line sailing family. Gautesen got caught up in the notion that sea experiences for young people can provide a strong basis for character-building and resourcefulness that can be of importance in later years. In 1972, he acquired the 72′ yawl *Maruffa*, designed by Philip Rhodes for racing in the TransPac, and built in the U.S. in 1935.

Gautesen has taken students on expeditions from the Caribbean to the waters off Sable Island, Nova Scotia. In September 1975, *Maruffa* was chartered to Woods Hole Oceanographic Institute scientists, who recorded whale sounds in the North Atlantic. This was followed in May 1976 by a second "whale-hunting" expedition near Bermuda. In addition to these

Students aboard Westward *participate in all phases of the vessel's operation.*

practical experiences, where the crew is drawn from alumni of the EEI program, a formal summer session includes oceanographic studies in marine biology and geology, and in chemical and physical oceanology.

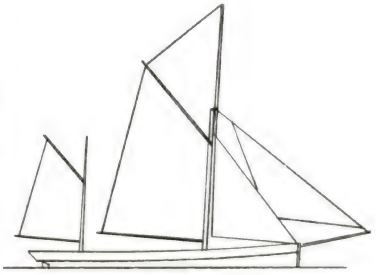
In 1971, SEA bought the 125′ staysail schooner *Westward*, a modern version of Irving Johnson's famous *Yankee*. *Westward* was converted for oceanographic research and training, and now logs more than 20,000 miles a year in her quest for a wide variety of biological and oceanographic data. Voyages have included studies of internal waves in the Anegada Passage, fish distribution in the Cape Verde Islands, marine mammal bio-acoustics in Newfoundland, oil pollution in the Mediterranean, and the population of sea turtles in the Galapagos Islands.

Students, who receive credit toward their college degree, serve as apprentices, participating in all aspects of the ship's operation. During rugged six-week voyages, they learn to stand deck watches, assist the steward and engineer, perform maintenance work, and assume increasing responsibilities in *Westward's* scientific mission. They prepare for their apprenticeship in an intensive six-week academic course ashore at Woods Hole. This two-part program, called Sea Semester, is accredited by Boston University.

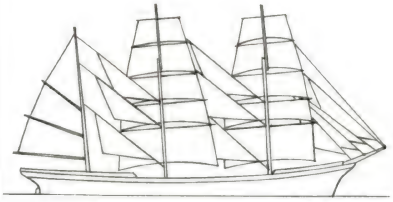
Westward was built in 1960 by Abeking and Rasmussen. Her steel hull is divided into 11 watertight compartments. Her draft is 12½′; beam, 21½′; mast truck above deck, 100′.

Definitions of Rigs

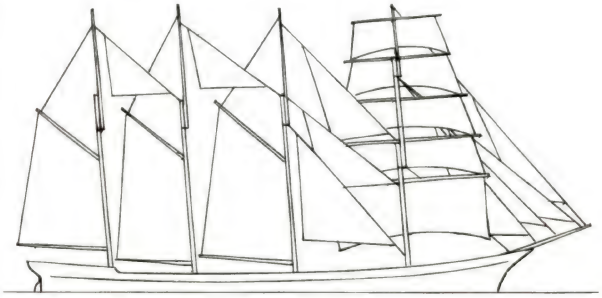
Sloop



Ketch



Barque



Barquentine

Sloop — fore-and-aft rigged with one mast, carrying a mainsail and foresail.

Ketch — fore-and-aft rigged with two masts, the after mast being shorter than the foremast and placed forward of the rudder post.

Barque — having three, four, or five masts with the after (jigger or mizzen) mast fore-and-aft rigged and the other masts square-rigged.

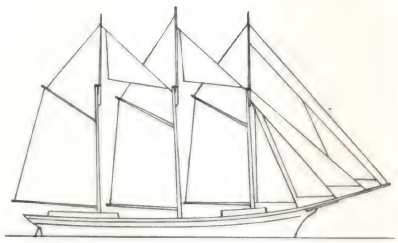
Barquentine — three- or four-masted with the foremast square-rigged and the other masts fore-and-aft rigged.

Schooner — having two or more masts, fore-and-aft rigged. With two masts, the foremast is shorter than the after mast.

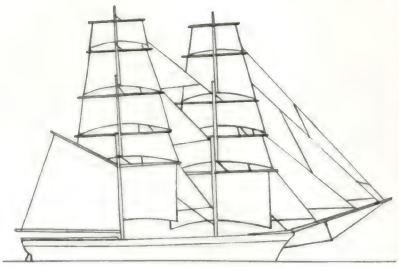
Brig — two-masted and square-rigged, with a fore-and-aft mainsail (spanker) in addition to, or instead of, a square mainsail.

Brigantine — (also called hermaphrodite brig) two-masted with foremast square-rigged and after mast fore-and-aft rigged.

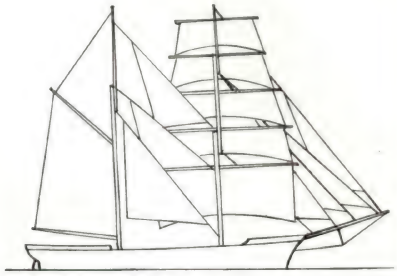
Ship — having three or more masts, each with a complete set of square-sails.



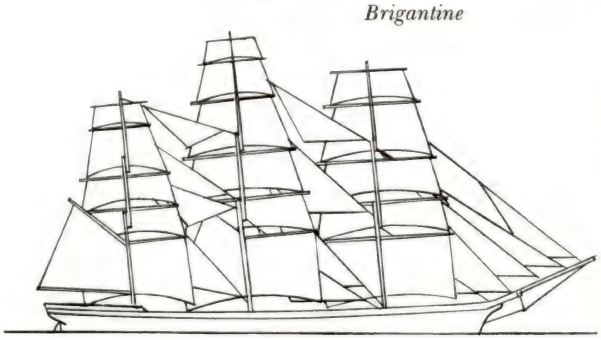
Schooner



Brig



Brigantine



Ship

Galliano and Soda. It's *amore* at first sip.

You'll love what happens to the golden taste of Galliano, when you add the sparkle of Club Soda.

1½ oz. Liquore Galliano® over ice
Fill with Canada Dry Club Soda.®
Drop in a wedge of lime.

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The Sailing Classroom

As told to Linda Crozier by Michael Lemaire

Author's Note: *The Oceanics is a school that holds class aboard a large, fully-equipped, square-rigged ship. The school, an experiment in learning for students in grades eight through 12, offers an integrated program of work, study, travel and exploration. Students are drawn to the school from all over the country.*

Michael Lemaire of Newport, Rhode Island, made the maiden voyage of the school aboard the Norwegian vessel Statsraadt Lemkuhl, *which sailed from Bergen, Norway in December 1970. This is Michael's account of his experiences.*

I went to the Oceanics rather innocent of life. I was 15 at the time, and had spent eight years in a Catholic school. There were 60 other students from all over the country. Some of the students were honor students, many had problems with their parents or drugs. Others, like myself, had no particular problem, but needed to learn in a different way about life.

We arrived in Bergen, Norway in October 1970. The first two months were spent learning to work together and getting our bodies in shape so we could begin to learn how to sail a ship. Loading a ship and getting it ready to go to sea is quite a task. I've worked since I was eight, and I don't believe I had ever worked as hard as when I went on the Oceanics. When we left Norway, it was early December. The first day out, we let down some sails to practice, and that was about it. The winds were against us, and we pretty much motored our way to Portugal.

At the time the ship left Norway, it had a total complement with crew and officers of about 90–100 people. It usually sails with a greater number of cadets so there was a lot of work for us to do. The watches were eight hours apiece. The routine was hard to get used to. It was hard to get right to sleep after eight hours of work, wake up in eight hours, and do it all again. Those not on active watch took classes, which were small and provided an excellent opportunity for learning. The academic courses were correlated as much as possible with the sailing experience.

Oceanics students learn about life in a different environment.

In addition to the classes, we had an hour of ships' duties every morning, instructed by the Norwegian officers and cadets. The officers and crew were very patient, and we learned a lot from them.

There was much to adapt to once the ship was at sea. The meals, for example, were Norwegian. Norwegian cooking is actually very good, but the Norwegian cooks on the ship, I can say in all honesty, were lousy. We had oatmeal each morning that we could have played baseball with. No one starved to death, but we often found our appetites greatly diminished.

The first stop was Portugal. Portugal was one place I never thought I would get to. I went to a Portuguese school for nine years, and the whole time I flunked Portuguese. My rationalization was, hell, I'll never go to Portugal, why should I have to speak Portuguese? I proved myself wrong.

Portugal was beautiful. The climate was cool, but sunny and nice. We spent the Christmas holidays there and toured a lot of the country. It was a little hard being away from home at this time, but we were kept so busy we hardly had a chance to be homesick. When we left Portugal, I had the misfortune to get hit by a staysail block. While we were raising the sails, the block and tackle came flying from the mainmast and clobbered me in the eye. The accident put me out of commission for two days, until we reached the Canary Islands.

We got to the Canary Islands and stayed two months. It was there we did most of the intense land trips and worked on the ship. We did work on the ship that hadn't been done for 50 years. We painted and scrubbed every inch of the boat. At the same time, we covered most of the Canary Islands and studied the history of the people of the islands firsthand. It was a unique learning experience.

The Canary Islands shook out a lot of the bad influences on the ship. A lot of the kids got disenchanted and left. By the time we left the islands, we were boiled down to a pretty good crew. We worked well together, and I would say it was the turning point of the trip.

The trip from the Canary Islands was a long ride — almost two weeks. It was our first long voyage. We went through almost too many storms to remember, but our spirits were high. A comradeship had developed among those of us remaining. It was the ideal picture of every sailor's life. In the evening, we all gathered on the deck and watched the sunsets over the ocean. They were beautiful, especially under full sail when everything was running smoothly. A few people played guitars and harmonicas, and we sang folk songs. Of course, the "Sloop John B" was always sung. It was good experiencing the comradeship and learning at the same time.

As our lives were intertwined, our class became very close. A kinship had also developed between the students and faculty. The instructors were totally involved with and dedicated to the students. Faculty and students were together not only during classes, but at meals, on watch and ashore. The general atmosphere on the way to Africa was good.

Africa was a total change from the other places we had visited. At the docks, people were bootlegging everything from liquor to drugs. These salesmen thought nothing of selling you illegal liquor and turning you in at the same time. We were warned about a lot of this, and we managed to keep our noses clean.

Bartering was a way of life in Africa. To me, it was an experience to talk someone down from 3000 francs to 300 for a piece of jewelry. Cigarettes were given in exchange for shoeshines and trinkets. Everything had to be bartered, but as we were getting to be a pretty shrewd bunch by then, I think we came out on the better end more times than not.

We had our first real organized land research program in Africa. We traveled to a small village where we worked with the Peace Corps and built a day-care center for the villagers. We started work each day at 6 a.m. and worked until noon. From noon until 3 p.m. the heat was so oppressive we could not work. At 3:00 we went back out and worked until dark.

It was a real experience to put together a brick schoolhouse with our own hands. We built it all the way up to the roof, which we were unable to finish due to lack of time. We gave the villagers another 15,000 francs to finish the roof, and they were very grateful. It was a good experience for us, and we came away from Africa with a feeling of satisfaction. The school itself was in danger at this point due to lack of financing. Classes were falling apart, and self-discipline became more important than ever. Once at sea, the policy was to keep on studying, and we made the best of the circumstances.

We got to the Azores in 15 days. Like sailors going to a port after a long time at sea, we thoroughly enjoyed the five days spent there. We went to hotels and marveled at being on land again. The Azores are some of the greenest islands I've seen. We went swimming in the natural springs and pools on the island, and horseback riding and traveling all over San Miguel island.

The Oceanics program was now about six months into completion. Homesickness was becoming a factor. A lot of people wanted to go home. A lot of people were very tired. After seven months of hard work, it was beginning to get on everyone. It affected me, I know.

It was starting to get cold. We were heading North and it was getting colder. It is nice sailing in warm weather, but leaving the Azores, it was not warm any more. We found ourselves waking up in the middle of the night in raging blizzards. We were still sailing at 8 to 12 knots, only now the weather was very rough. It was hard to keep anything down, either on the breakfast table or in your stomach, because the sea was so violent.

The temperature ranged from 20° to 40°, with a very big wind-chill factor. There were few nights of peace, but most of the time we spent in oilskins. There is a lot you can do with oilskins on a rainy deck. We used to look forward to rainy weather so that we could go sliding down the decks on our oilskins. But the rainy weather gets to you after a while, especially when it starts coming down in ice. To work up in the rigging under such adverse conditions was extremely difficult, but we managed. I believe we had turned into a pretty crack crew, and I know a lot of us are proud at how we turned out.

The Norwegians, at that time, were congratulating us as good sailors, and saying the ship had never sailed better. It gave us a lot of confidence, and really sparked us up in times of need. The officers seemed to know when morale was low. In addition to being good officers, they were good counselers.

I think we were all very satisfied with the 15 days it took us to get from the Azores to Bergen, Norway. We went into Norway at the end of 7½ months. The program was almost over; we did a few short trips and prepared the ship to go into dry-dock for a long-needed bottom overhaul.

Looking back on those 7½ to 8 months, I realize how much I have changed. What I learned then affects me now and how I act. I am grateful I went on the Oceanics; I am grateful for the breaks that I had to get me there. To come back without having learned anything would have been a crime. I think the learning experience was a valuable one, and I believe I made it worthwhile for myself.

When I got back, it was no lie; I was a changed person. Maybe more corrupted, maybe more learned. My hair was long; I had a beard. I was cocky, but maybe more respectful at the same time. I appreciated my parents more, yet at the same time, I might have learned to take advantage of them.

Coming off the Oceanics, I had a strong interest in learning. On the ship, we learned that you're not only learning in school, but every minute of your life. I know that's what we did then, and it's what I'm still doing today.

Members of the "on-watch" go aloft to shake out and set the main topgallant sail and the main royal just above it.

THEIR FELLOW SCIENTISTS HAD ONLY ONE WORD FOR 13 MEN WHO WANTED TO SAIL TO THE NORTH POLE ON TOP OF THE ICE. "FOOLS."

Expedition after expedition had tried to reach the North Pole. Ship after ship had been crushed in the ice. But Fridtjof Nansen had a different idea. Why not build a ship that would ride up onto the surface of the ice, and, frozen in, travel with it?

The most eminent scientific body of the time, the Royal Geographical Society, said the scheme was crazy. His ship, the Fram, would be crushed, just like the others.

Nansen said they were wrong.

What happened?

You'll find out when you watch "Voyage to the Ends of the Earth," a gripping film narrated by Sir John Geilgud, and sponsored, appropriately enough, by a prominent maker of oil filters.

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"Women's Lib" on the High Seas

by James Anderson

"Give me girls every time. They're more agile about the ship, they are quicker to learn, and they have a resilience in adversity which many boys would envy . . . "

Who is to say that these words, spoken by a bearded sea captain almost 20 years ago, have not played a significant part in the development of "Women's Lib."

The speaker was Capt. Glynn Griffiths, the first master of the British Sail Training Association's 300-ton topsail schooner, *Sir Winston Churchill.* Griffiths was also the first captain, as far as can be ascertained, to take such a large sailing ship on the high seas with a crew of girls aged between 16 and 24, none of whom had had any sort of sea training.

It was back in the 1960s, and the Sail Training Association (STA) was implementing a decision that girls as well as boys should have the opportunity to take a two-week trip in the schooner built especially to take Britain's youth to sea for character building cruises.

This year, with sex discrimination coincidently banned in Britain, *Sir Winston Churchill* will again have an all-girl crew for the STA/Cutty Sark International Tall Ship's Race from Bermuda to Newport, Rhode Island, and they will sail her into New York as part of the massive Parade of Sail.

The last time girls crewed the schooner in a Tall Ship's Race was six years ago, when she encountered very heavy seas. A permanent crew member said when he came ashore, "Those girls were magnificent. They showed a lot of guts and determination. In such adverse conditions, of course, they weakened quicker than boys, but their ability to react to changing situations in heavy seas at night was remarkable."

Since then, Tall Ship Race entries with girls in their crews have been increasing. This year six of the vessels will have some girls aboard, but the all-girl crew competition did not become a reality until the 1974 race when girls from the US aboard *Morva* and those from Sweden aboard *Leader of Gothenburg* competed for a new prize, the Cutty Sark Trophy for the first all-girl crew to finish on handicap. This trophy, a silver model of the famous clipper *Cutty Sark,* is now preserved at Greenwich, England, as a reminder of the great days of sail. It is presented by Berry Bros. and Rudd Ltd., the famous London wine and spirit merchants who own Cutty Sark Scotch Whiskey. *Morva,* a 26-ton Bermudan cutter, won it.

This year the battle for the trophy becomes an Anglo-American tussle, with the *Sir Winston Churchill,* carrying 40 girls, competing against the 168-ton topsail schooner *Westward,* from the Sea Education Association Inc. of Boston, carrying an all-girl crew of 20.

The British girls will join the *Sir Winston Churchill* in Bermuda after flying through the night across the Atlantic. They will have only a few hours to get their sea legs before setting out on the 632-mile passage to Newport. For many of them, it will be the first time they have ever been to sea under sail. They have been selected from applicants all over Britain — from places as far apart as Devon and Yorkshire, Belfast and Brighton.

The youngest is 16-year-old student, Sally Weston, from Chalfont St. Peters, Buckinghamshire; the oldest, a 24-year-old Plymouth saleswoman, Sally Cropper. And there's even a married woman prepared to leave home and husband to answer the call of the sea: Mrs. Kathleen Becket, 20-year-old secretary from Coventry, which is about as far from the sea as one can get in the UK.

Twenty-nine of the crew are students of some kind or another, 20 of them 19 years old or under, and one a WREN (a female member of the Royal Navy) from New Zealand.

The Cutty Sark Trophy for all-girl crews will be presented in Newport. The premier trophy — the Cutty Sark Trophy for International Understanding, which goes to the ship which has done most to foster international friendship throughout the series — could conceivably go to the *Sir Winston Churchill* or *Westward.* It is awarded following a vote of the masters — all of whom are men — of the competing vessels.

If it does, then perhaps "Women's Lib" has at last become acceptable to possibly the toughest of the opposite sex — a sailing ship captain.

Sir Winston Churchill *will have an all-girl crew from Bermuda to Newport.*

Beken

Alastair Black

The Race Begins

Jonathan Eastland

Early morning
. . . and there is a stillness
in Mill Bay Dock, Plymouth
—a hidden anticipation of
the great adventure—soon
to give way to last minute
preparations and a partial
release of emotion in
farewell parties . . .

Jonathan Eastland

Jonathan Eastland

Robert Foley

Murray Davis

Jonathan Eastland

Jonathan Eastland

Jonathan Eastland

Jonathan Eastland

Jonathan Eastland

Robert Foley

Busy hours
. . . for weeks the young crews of the Tall Ships have been painting, cleaning, checking—a thought for home, moments of quiet reflection: how will it be, how will I be? The timeless challenge of wind and sea

Jonathan Eastland

Jonathan Eastland

Robert Foley

Alastair Black

Robert Foley

Jonathan Eastland

Alastair Black

The big day
. . . a fair wind, breaking cloud and a bone in the teeth—the fleet starts for Tenerife in the Canary Islands. Soon they will be off again for Bermuda and the New World—Newport, RI, first port of call in the United States of America.

Alastair Black

Alastair Black

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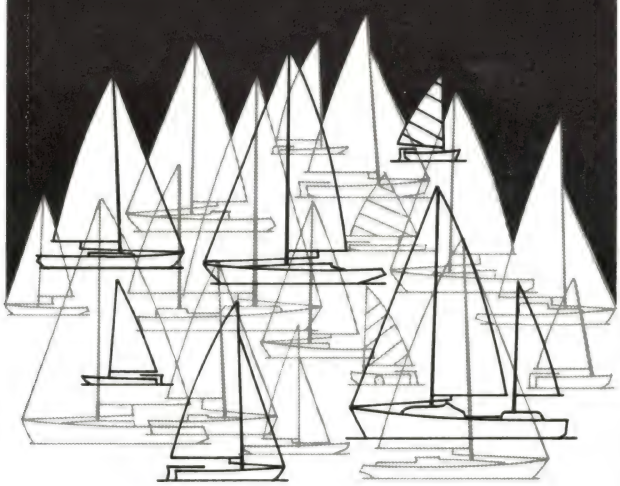

From 12-footers up to ocean racers. And everything in between. Which means you'll find precisely the right hardware for the size boat you sail, and the kind of sailing you do. Which brings up another point.

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Tall Ships Day by Day

Newport Tall Ships

Thursday, June 10:
First ships arrive in Bermuda.

Thursday, June 17:
All ships in Bermuda.

Sunday, June 20:
Race starts to Newport, RI.

Monday, June 21:
Start of ASTA Coastwise Sail Training Race at Newport for commercial ships not competing in Bermuda Newport race.

Thursday, June 24:
First ships arrive in Newport. Finish of Coastwise Race, and start of "Tall Ships-Newport '76."

Sunday, June 27:
All ships in Newport.

Monday, June 28–30:
Inshore Regatta, civic and social events.

Thursday, July 1:
8:00 am: Parade of Sail out of Newport. Operation Sail 1976 begins.

Thursday, June 24:
9:00 am: International Visitors Hospitality Center open at Cardines Field from 10:00 am to 10:30 pm until July 1.

Press Headquarters open at Treadway Inn.

Friday, June 25:
5:30 pm: First of Beach Picnics for cadets and trainees, Easton's Beach.

Saturday, June 26:
5:30 pm: Beach Picnic
7:00 pm: Military Tattoo at Fort Adams.

Sunday, June 27:
5:00 pm: Official calls on Mayor.
5:30 pm: Beach Picnic, Easton's Beach.
7:00 pm: Military Tattoo, Fort Adams.

Monday, June 28:
Start of Inshore Regatta for ships' crews. Swimming meets at YMCA, Newport County. Sailing Competition in 420 Class boats. Course north of Newport Bridge. Pulling Boat Races in Monomoy lifeboats in Newport Harbor. Soccer Matches, the final rounds at Freebody Park. Tug-of-War at King's Park.

11:00 am: Official Navy calls, President of Naval War College, Julian LeBourgeois, Vice Admiral, USN.

5:30 pm: Beach Picnic at Easton's Beach.

Governor's Reception at Ochre Court.

7:00 pm: Military Tattoo at Fort Adams.

8:00 pm: R.I. Marine Trade Association Dinner for Captains, Belcourt Castle, with guest of honor Dr. Thor Heyerdahl.

Tuesday, June 29:
Continuation of Inshore Regatta.

5:30 pm: Beach Picnic at Easton's Beach.

7:00 pm: Military Tattoo, Fort Adams.

10:00 pm: "Tall Ships" Ball, Rosecliff, by invitation only.

Wednesday, June 30:
Completion of Inshore Regatta.

Review of ships.

7:00 pm: Prize giving ceremony held in conjunction with Military Tattoo, Fort Adams State Park.

Thursday, July 1:
8:00 am: Parade of Sail out of Newport Harbor to New York. Best viewing from promontories on the East Passage from Newport Harbor.

New York Operation Sail

Saturday, July 3:
8:00 am: Arrival of International Naval Review. USS *Wainwright* will lead 55 naval vessels (23 US and 33 foreign) in three-column formation.

1:00 pm: Class B vessels (approx. 100) rendezvous at Throggs Neck Bridge and depart for New York Harbor. Welcoming bands will be playing at Gracie Mansion, the UN and Battery Park.

2:00 pm: Class B vessels due at Hell's Gate.

5:00 pm: Class B vessels anchor at Gravesend Bay. Class A vessels anchor at Sandy Hook.

Evening: Twelve New Jersey yacht clubs host cadets. All ships will rig and display friendship lights.

Sunday, July 4:
Port of New York closed to outside traffic.

9:00 am: Battery Park seats open. (By reservation only).

11:00 am: Marine parade of all ships from Verrazano Narrows Bridge led by Host Ship USCG *Eagle*. (Parade will be 12 miles in length and take approximately 6 hours.)

12:00 pm: USS *Wainwright* will pick up President Ford at George Washington Bridge and proceed down the harbor at 10 knots. Upper levels of Verrazano

Bridge closed to vehicular traffic and open to pedestrians.

2:15 pm: USCG *Eagle* and parade turn at Spuyten Duyvil at entrance of Hudson and Harlem Rivers.

9:00 pm: Fireworks from anchored barges on Hudson River, between Battery Park and Governor's Island and the Statue of Liberty. (Fireworks courtesy of Macy's and Walt Disney Productions.)

9:30 pm: USCG *Eagle* docks at South Street Seaport.

Monday, July 5:

1–4 pm: All vessels open to public. Local community activities for cadets. US Navy reception for captains and dignitaries.

Evening: Grand Ball at new passenger ship terminal for cadets. Also a clambake, home visits and private parties at various Consulates.

Tuesday, July 6:

1–4 pm: All vessels open to public.

Morning: Ticker tape parade from Battery Park to City Hall followed by reception given by the Mayor of New York.

Wednesday, July 7:

Navy ships and some sailing vessels depart.

Thursday, July 8:

Most sailing ships depart.

Boston Operation Sail

Saturday, July 10:

10:30 am: Marine parade through Boston Harbor.

8:30 pm: Mayor White and Governor Dukakis host formal reception and ball for visiting captains and dignitaries.

Sunday, July 11:

12:00 pm: Ships complements parade onshore from Army Base pier to old State House. Review by Her Majesty Queen Elizabeth II and dignitaries.

12:30 to 6:00 pm: All ships open to public.

9:00 pm: Fireworks in Boston Harbor.

Monday, July 12:

Noon–6:00 pm: Ships open to public. Various entertainments for cadets.

8:00 pm: Dance for cadets and trainees.

Tuesday, July 13:

Noon–6:00 pm: Ships open to public.

8:30 pm: Cookout and dance for cadets and trainees at Navy Recreation facility.

Wednesday, July 14:

10:00 am–2:00 pm: Private yachts parade in harbor.

Noon to 6:00 pm: Ships open to public.

7:00 pm: US Navy reception for officers of Sail Training Ships.

Thursday, July 15:

2:00 pm: Start of Tall Ships race to Plymouth, England from lighted navigational buoy outside Boston harbor.

Baltimore Operation Sail

Saturday, July 10:

12:00 pm: German Army band. Individual welcoming ceremonies for each ship on July 10, 11 and 12.

Sunday, July 11:

3:00 pm: Hadley Square Singers perform "HMS Pinafore" in Inner Harbor.

Monday, July 12:

1:30 pm: Band concert. Reception for captains and dignitaries.

Tuesday, July 13:

12:00 pm to 2:00 pm and 8:00 pm: Coast Guard Band.

Evening: Baltimore Crabfeast for crews and dignitaries.

Wednesday, July 14:

12:00 pm: Marching Band.

7:00 to 9:00 pm: Gene Walker Jazz Band in Inner Harbor.

Thursday, July 15:

12:00 pm: Informal Marching band.

8:00 pm: Fortissimo McHenry at Fort McHenry with the Baltimore Symphony Orchestra; Maynard Ferguson Jazz band and at Fells Point a Folk Music concert.

Thursday, July 16:

Start of Polish Festival to run until the 18th. Variety of activities for crews.

12:00 pm: Midtown Music in Inner Harbor.

Evening: Navy Band.

Friday, July 17:

2:00 to 4:00 pm: Bagpipe Band in Inner Harbor.

Saturday, July 18:

2:00 pm: "Sunny Sunday" Baltimore Symphony at Inner Harbor.

Trophies

Trophies have been designated by the following:

Commodore John Nicholas Brown

The Outlet Trophy

Rhode Island Marine Association Trophy

Cutty Sark — US Trophy

Cutty Sark — Trophy for International Understanding

Gorham Silver Medallions

Rolex Trophy

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Seeking to make a lasting contribution to commemorate our country's 200th anniversary, we at A. T. CROSS examined many worthwhile bicentennial projects, and elected to participate in the restoration of historic Newport, Rhode Island. Specifically, CROSS is contributing authoritative reproductions of early 19th century gaslights to further the illumination of Newport in the Federal period – where and when gaslighting originated in this country.

We cannot think of a more fitting way for our company to participate. After all, it is here in Rhode Island that our company was founded 130 years ago, and here that we have prospered and grown. And as for Newport, Rhode Islanders are proud of the city's role in America's religious, maritime and social development.

The bicentennial atmosphere will bring more visitors than ever to Newport, where they'll taste with their eyes and touch with their hands, colonial America. It is these people and those who follow who will be the beneficiaries of Newport's restoration. Our contribution will serve to beautify and illuminate historic Newport. And Newport, for its part, will continue to illuminate America's history for all of us.

Bradford R. Boss

President, A. T. CROSS Company

First Gaslight In America - 1806
Pelham Street, Newport, Rhode Island

Regulations for Spectator Vessels

Robert de Gast

The fleet of more than 100 Tall Ships that left Plymouth, England, on May 2, for Newport, RI via the Canary Islands and Bermuda is expected to start arriving around June 24. The ships will be involved in a week of activities in Newport prior to leaving for New York on July 1 for the July 4th naval review.

After the Bicentennial celebrations in New York the ships split up, some going south and others north in preparation for a race back to Europe. A list of the places that the ships will visit follows. It was up to date at the time of going to press.

Several areas offer good opportunities to view the ships from boats. Special regulations have been issued by the US Coast Guard for these areas. Those covering Newport, New York and Boston are given here. For information on other areas yachtsmen should contact local Coast Guard offices.

Newport:

From 0600, 24 June until 1200, 27 June, all vessels other than Sail Training Race participants shall remain clear of a finish line established between dumping ground buoy "DG-B" FL 4 Sec in position 41-23.2°N, 71-18.8°W in Rhode Island Sound, and a Coast Guard Cutter anchored 1200 yards bearing 230°T from this buoy. In addition, all vessels shall remain well clear (200 yards) of the large sailing vessels maneuvering to take off sail and proceeding toward Newport and up the East Passage south of the Newport Bridge after passing the finish line.

From 0700, 1 July to 1300, 1 July, spectators may navigate except in the 500 yard-wide parade lane shown shaded on the chart and shall keep well clear (200 yards) of sail training ships participating in the parade. No vesell shall anchor in the parade route other than official vessels.

No vessel shall anchor in Narragansett Bay or Newport Harbor contrary to the following regulations:

From 0600, 24 June to 0800, 1 July, no vessel other than designated sail training ships shall anchor or moor in the anchorages shown on the chart west of Goat Island, east of Jamestown, or on buoys off Wharton's and Round House Shipyards in Jamestown marked "Wharton's-Tall Ships" and "Round House-Tall Ships".

For the same period, no spectator vessels shall moor to the five large, cylindrical, yellow buoys located to the east of Goat Island in Newport Harbor and marked "Newport-Tall Ships". In addition, there will be three of these buoys in Brenton Cove off the Fort Adams piers and three north of the Goat Island Causeway. No vessel shall anchor in Newport Harbor without permission of the Newport Harbor Coordinator. Inquiries should be addressed to the Harbor Coordinator, Newport Police Department.

Due to congestion expected in Newport Harbor, it may be necessary at times to restrict access and transit routes within the harbor in accordance with special harbor regulations. These will be enforced by Newport Harbor Police and Rhode Island State Water Safety Patrol craft in the interest of marine safety.

Small craft sailing races will be held from 1000 to 1800 daily June 28–30. The triangular course, which will be defined by buoys and Tall Ships mark boats, will be in the area bounded by Conanicut Point, the north end of Gould Island and Halfway Rock. Spectator craft are advised to remain 200 yards clear of the course while races are in progress.

Within Newport Harbor, temporary anchorage will be on a first to arrive basis until the areas are full. When the anchorage areas have reached their capacities visiting yachts without berthing reservations will be allowed to cruise around the central buoyed mooring area in a clockwise direction as traffic permits. All traffic in the channels must keep moving and absolutely no anchoring or laying-to will be permitted in channels. There is little doubt that all available anchorages in Newport Harbor will be quickly filled and visiting yachtsmen should have an alternate plan for anchoring or berthing outside of Newport Harbor.

Newport's Anti-Littering Ordinance and 5 mph or no wake speed limit will be strictly enforced.

New York:

The Sea Parade is scheduled to begin at 1000 on 4 July. The vessels will proceed from the Verrazano Narrows Bridge, through the harbor, and up the Hudson River to the Spuyten Duyvil Bridge. The overall

Where Ships are Docked

1 Newport Ship Yard North
Eagle
Christian Radich
Sagres
Te Vega
Regina Maris
Westward
Tina IV
Erika
Charis
Saracen

2 Leo's
Mitralis
Carillion of Wight
Cameo of Looe

3 Newport Yacht Club
Gladan
Harvey Gamage
USNA Yawl
Polski Len

4 Treadway/Old Port
Sir Winston Churchill
Black Pearl
America
Kaper
Polonez
Outlaw
Tenerife
America
Camalot

5 Aquidneck Lobster
Wojewoda Koszalinski

6 Bowen's Wharf
Hosh I
Fly
Glenan

7 Bannisters Wharf
Danmark
Gazela Primeiro
Great Britain II
Kukri
Walross III
Sabre
Hetman
Nis-Puk

8 Christie's
Bill of Rights
Tabor Boy
Creidne

9 Newport Ship Yard South
Astral
Maruffa
Zenobe Gramme
Brilliant
Dar Szczecina
Chief Aptakisic
Lenoid Teliga
White Dolphin III
Zawisza Czarny
Charm III
Skookum III
Caper
Urania
Meteor
Henri
Galleans Lap
Eendracht

10 Williams & Manchester
Carola
Valeda
Empress
Master Builder
Stortebeker
Gipsy Moth
Sayula II
Ticonderoga
Cotton Blossom
Norseman
Jacomina

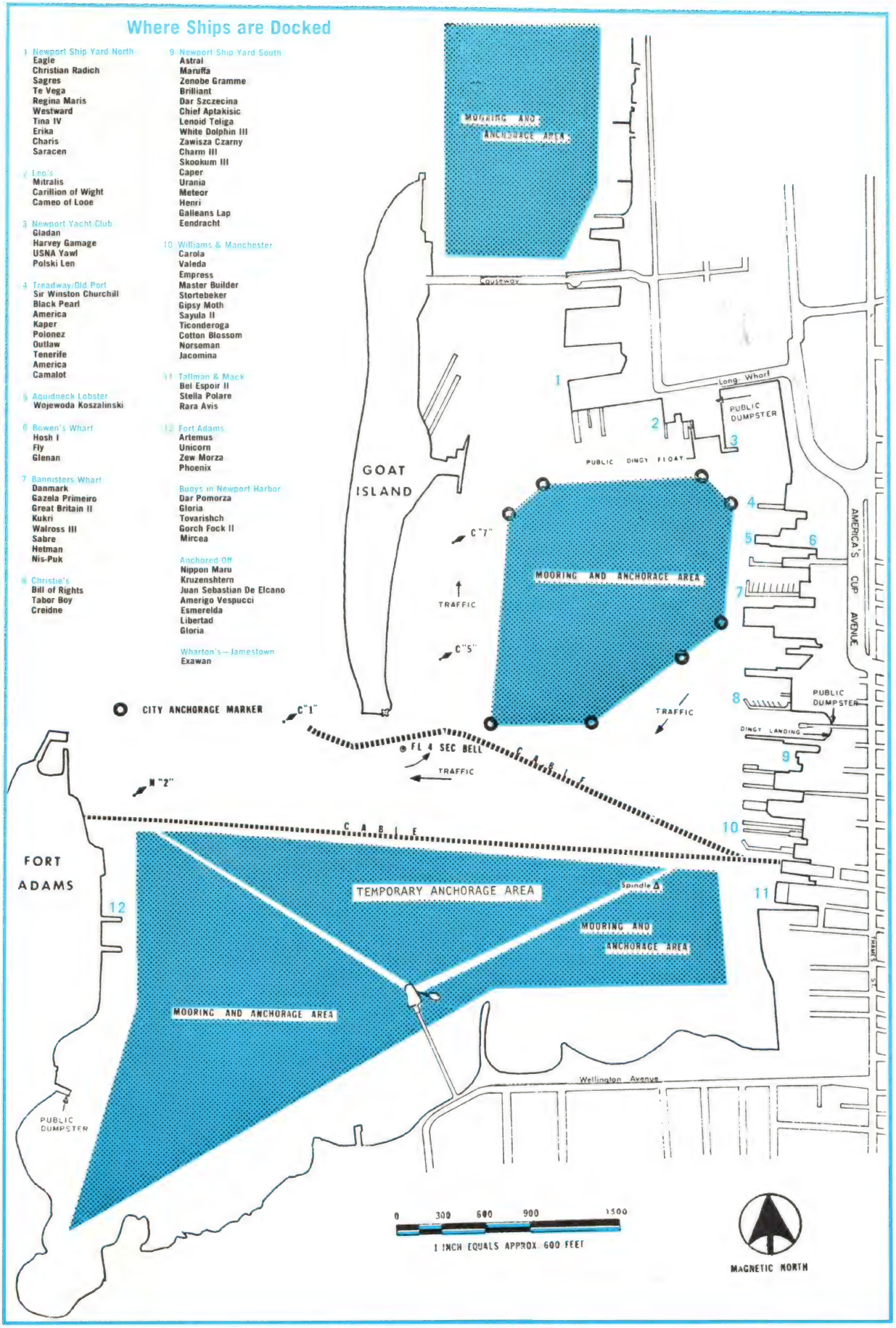
11 Tallman & Mack
Bel Espoir II
Stella Polare
Rara Avis

12 Fort Adams
Artemus
Unicorn
Zew Morza
Phoenix

Buoys in Newport Harbor
Dar Pomorza
Gloria
Tovarishch
Gorch Fock II
Mircea

Anchored Off
Nippon Maru
Kruzenshtern
Juan Sebastian De Elcano
Amerigo Vespucci
Esmerelda
Libertad
Gloria

Wharton's—Jamestown
Exawan



length of the parade formation will be 12 miles and it should last for approximately six hours.

Anchorages for naval vessels, available spectator craft anchorages and the parade route are shown on the chart. The spectator anchorages in the inner harbor are of shallow draft with poor holding on the rocky bottom and strong currents are present, so two anchors may be necessary.

To obtain a better view spectator craft may position themselves among the naval vessels anchored along the New Jersey shore and in Bay Ridge Anchorage. There will be approximately 500′ between each anchored naval vessel and spectator craft are cautioned that the naval vessels may swing due to tidal currents and wind.

Spectator anchorages along the Brooklyn shoreline just north of the Verrazano Narrows Bridge and along the western shore of Governors Island are reserved for craft over 100′ long. Applications for permit should be submitted to Captain of the Port, Ship Movement Office, Governors Island, New York, NY 10004. The other designated spectator anchorages are available on a first come first serve basis.

Additional Regulations are:

From 1414, 2 July until 2033, 2 July and from 1507, 3 July until 2131, 3 July Hell Gate, East River, is restricted to one-way southbound traffic.

From 0600, 4 July until 1600, 4 July no commercial vessels shall enter or depart New York Harbor via Ambrose Channel.

From 2130, 4 July to 2200, 4 July no vessel shall navigate in New York Harbor, Upper Bay, from the southern tip of Manhattan to the southern tip of Governors Island.

Boston:

From 0800, 9 July until 1500, 10 July, only those vessels participating in the Operation Sail Parade and designated Operation Sail reviewing vessels shall use the Operation Sail anchorage area.

From 0800, 10 July until 1500, 10 July, only spectator vessels shall use the spectator anchorage areas. During this same period no commercial vessels larger than 100 gross tons shall enter or depart Boston Harbor.

From 0900, 10 July until 1430, 10 July, no vessels other than vessels participating in Operation Sail will be permitted to navigate within the confines of Boston Harbor between a line drawn from Deer Island Light to the northern tip of Long Island and a line drawn from Pier 1 at the US Coast Guard Base due east to the shoreline of East Boston.

At the conclusion of the Marine Parade, and when all Operation Sail vessels have cleared the Boston Harbor Channel, Boston will be open for navigation to all vessels. All spectator craft and small craft shall stand clear of all Operation Sail vessels and all commercial vessel traffic.

Public vessels such as fireboats, marine police launches, search-and-rescue boats and other vessels specifically identified by the Captain of the Port are exceptions to these regulations.

EAST COAST AREA

CONNECTICUT

New Haven — Gladan (6/30), Polanex (7/1–2), Sir Winston Churchill II
New London — Eagle (6/3–5),
Mystic — Rachael & Ebenezer*, Yellow Jacket*, St. Lawrence II*, St. Margaret*

FLORIDA

Jacksonville — Eagle (7/23–26), Western Union*, Bluenose (5/27–30)
Miami — Westward (3/30), Juan Sebastian (3/30–4/5), Danmark (4/22–26), Bluenose (5/22–25), Gloria (6/3–7), Eagle (7/30–8/2), Wm. Albury (8/20), Western Union*, Chief Aptakisic

GEORGIA

Savannah — Bluenose II (5/31–6/3), Westward (4/15–16), Danmark (5/1–5), Barba Negra, Unicorn, Western Union*, Harelda*, Evelyn*

LOUISIANA

New Orleans — Bluenose II (5/14–17)

MARYLAND

Annapolis — Bluenose (6/19–22), Eendracht (7/13–14), Westward (5/3), Legend*, Western Union*
Baltimore — Bluenose (6/22–24), Eendracht (7/10–13), Eagle (7/11–14), Esmeralda (7/12–17), Stella Polare (7/12–17), Amerigo Vespucci (7/12–19), Freedom (7/10–17), Dar Pomorza (7/14–17), Jacomina (7/11–17), Gorch Fock (7/10–15), Danmark (7/11), Galleons Lap (7/14–15), Westward (5/5), Chief Aptakisic, Evelyn, St. Lawrence II, Sagres, Tovarisch, Western Union*

MASSACHUSETTS

Boston — Amerigo Vespucci, Astral, Barba Negra, Bill of Rights, Black Pearl, Cameo of Looe, Carola, Clearwater, Creidne, Dambuster, Dar Pomorza, Double Eagle, Duenna, Erawan, Gladan, Great Britain II, Grietje, Harvey Gamage, Hudson Belle, Juan Sebastian, Caper, Maruffa, Mary E. Charm III, Mary E. Norseman, Master Builder, Outlaw, Pathfinder, Polonez, Roseway, Sabre, Sir Winston Churchill, Stella Polare, Stortebeker, Unicorn, Westward, Zenobe Gramme, Sagres (7/23–28)
Fall River — Sagres (7/12–15)
New Bedford — Eagle (8/14–16), St. Lawrence II*, Rachael & Ebenezer*, (7/7–8), Sagres (7/15–19)
Hyannis Port, *Martha's Vineyard, Provincetown* — Yellow Jacket*
Gloucester, *Marblehead, Plymouth* — St. Lawrence II

NEW JERSEY

Atlantic City — Wm. Albury (7/12)
Ocean City — Wm. Albury (7/15)*

NEW YORK

Hudson River — St. Lawrence*, Playfair*, Pathfinder*, ERG*
Oyster Bay — Jacomina (7/1–2), Westward (7/2)
Sag Harbor — Selina II*, Evelyn*
Sea Cliff — Rachael & Ebenezer (7/2–3)

NORTH CAROLINA

Wilmington — Chief Aptakisic* (7/20–8/1)

PENNSYLVANIA

Philadelphia — Eagle (5/21–24), Bluenose II (6/25–29), San Giorgia (8/16–8/20), Freedom, Britannia (7/5–7), Gazela Primeiro, Juan Sebastian, Galleons Laps (7/10–11), DDG, St. Margaret II*, Western Union*, 2 Naval Academy Yawls (7/9–11)

PUERTO RICO

San Juan — Esmeralda (7/28–8/2), Western Union*, Gloria (3/6)

SOUTH CAROLINA

Charleston — Bluenose (6/4–8), Eagle (8/6–), San Giorgio (8/25–8/30), Westward (4/20), Chief Aptakisic* (7/17), ERG*, Evelyn*

VIRGINIA

Alexandria — Eagle (5/28–31), Western Union*
Newport News — Harelda*, Bluenose (6/15)
Norfolk — Bluenose (6/13–15), Eendracht (7/15–17), Galleons Lap (7/18), San Giorgio (8/21–24), Western Union*

WASHINGTON, D.C.

Evelyn*, Bluenose (6/16–18)

GREAT LAKES AREA

Christian Radich, Zawiska Czarny*, Erawan*, Pathfinder*, Fly*

*not confirmed

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Landfall, Newport

by Jean Waller

Newport Harbor in the 1870s as seen from the Fall River Line Building on Long Wharf.

The first glimpse of the United States for many sail trainees will be the historic, waterfront city of Newport. During this Bicentennial year, Newport is indeed an appropriate choice for the spectacular finish of the Tall Ships Race.

As the birthplace of the American Navy, Newport is steeped in seafaring heritage. Her large, protected harbor at the mouth of Narragansett Bay, coupled with a favorable climate, enabled the small seaport settlement of 1639 to develop into one of the leading colonial trade centers.

Her harbor is once again filled with tall wind-powered ships, and the cadets of today are the progeny in spirit of venturesome 18th century seamen. Reminders of those pre-Revolutionary years in Newport have been carefully preserved, and their shadows conjure dreams of other times and life as it once was.

In the 50 years preceding the Revolution, Newport became not only a leading whaling and shipbuilding center but also renowned for her privateers, smugglers and lucrative "triangle trade," which kept 21 island distilleries busy processing West Indian molasses into rum for the purchase of African slaves sold in the South and West Indies.

The waterfront bustled at a frenzied pace, and the stench of whale oil per-

meated the sea breeze as factories extracted tallow for candles. Expert craftsmen set up shop alongside industry and their furniture, clocks, silver and pewter were some of the finest in the colonies.

These were good times. Quakers, Christians and Jews prospered together, building mansion houses along the waterfront and on the broad hillside rising to the east. From these vantage points colonial entrepreneurs watched over their vessels as they sailed in and out of the harbor laden with cargo.

Among the more impressive buildings constructed during this period

Courtesy Newport Historical Society

are the graceful Trinity Church, Colony House on Washington Square and Touro Synagogue, the first synagogue in this country. Also the neoclassic Redwood Library and the Brick Market adjacent to Long Wharf, the city's oldest wharf area.

The mysterious stone mill still stands in Touro Park on the former Governor Arnold farm. While some suspect it to be a remnant of the days of Norse exploration, or even a relic of Portuguese expeditions to the New Land, realists credit the structure to the Arnold family. Whatever the origin of the tower, it continues to puzzle visitors attracted by its unknown past.

The preservation of the largest assemblage of 18th and 19th century architecture in the country is due partially to the fact that the industrial barons of the late 1800s built their opulent "cottages" on farmland south of the city. Even in colonial days, Newport had been a popular resort area, luring wealthy southern families who journeyed north to escape the summer heat.

The mid-1800s saw a revival of this colonial custom with boarding houses and large hotels catering to the privileged classes of Philadelphia, New York, Boston and Providence. After the Civil War these grand hotels slowly disappeared and the *gilded age* came into full swing. With Newport approaching its peak as a resident summer colony, famed architects of the day — such as Richard Morris Hunt, George Champlin Mason, the Upjohns (father and son), and the firm of McKim, Meade and White — were in demand.

Princely homes were often the garish showcases of wealth and position. It is said the Belmont's stable of horses had three sets of tack for parading the avenues in the morning, afternoon and evening. When Ocean Drive was cut through, a leisurely trip from Bailey's Beach to Castle Hill became as popular as it is now.

Twentieth century tax structures put a damper on lavish life-styles. Several opulent homes were donated to the Preservation Society, and are now open to tourists who stroll the great halls of Marble House, the Breakers, Elms and Rosecliffe (of "Great Gatsby" fame), all in the mansion-lined Bellevue Avenue area.

Hunter House, in the Point section north of the harbor, is also maintained by the Society and provides an interesting contrast. This gambrel-roofed house, built in 1748, which is one of the best examples of colonial architecture, contains a priceless collection of Goddard and Townsend furniture. It is in this Point area that colonial sea captains built their homes close to wharves and waiting ships. Many of these homes have been restored by the Preservation or Restoration societies or by private citizens.

Newport's fortunes have been varied. The Revolution marked the beginning of her decline as a trade center. Rhode Island was the first colony to declare her independence, and as a result, it was not long before shipping ebbed and the waterfront resembled a deserted ghostland.

Seamen, craftsmen and merchants of Newport had the distinction of making the first overt American move against the mother country when they destroyed the British sloop *Liberty* in July 1769. With the outbreak of open hostilities in the 1770s, the British began a long, three-year occupation.

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Courtesy Newport Historical Society

Castle Hill society views the New York Yacht Club races in the 1890s.

Newporters who had the means escaped; those who stayed suffered extreme poverty. Churches and public buildings were confiscated for use as barracks and stables. Private homes became the garrisons of troops and officers. Most trees and over 500 homes were cut down or torn apart for firewood during the very cold winters. A replica of the British frigate *HMS Rose*, which blockaded the harbor during those years, is docked at the Moorings, and a shipboard museum below is open for public viewing.

Newport had just begun to recover from the devastating effects of the Revolution when the War of 1812, and finally the Great Storm of 1815, decimated the waterfront and tolled the end of the city's prominence in shipping and trade. However, her distinction in the heritage of American sail was to return over a century later with the J-boats of the 1930s. These stately vessels successfully defended the America's Cup three times in Newport waters.

With the revival of the Cup races in 12-meter yachts, Newport came to be known as the "Yachting Capital of the World." Besides the Newport-to-Bermuda and Annapolis-to-Newport races, she hosts the finish of the Observer Singlehanded Transatlantic Race, along with regional championships and local regattas. Her protected harbor is often visited by organized yacht club cruises, and her wharves teem with both pleasure and racing craft which vie for dock space with the local fishing fleet.

On a casual stroll through shipyards and marinas, one might see such charter vessels as *Bill of Rights*, *Cotton Blossom*, and *Ticonderoga*, discharging and taking on passengers for week-long cruises. Docking facilities have been expanded with the purchase by Newport Shipyard of the old Navy Fleet Landing adjacent to the Goat Island Causeway. A few blocks from Newport Shipyard's main office on Thames Street, Williams and Manchester Shipyard has also been adding new services with the completion of a marine railway capable of hauling up to 500 tons.

The whole waterfront area has been undergoing extensive redevelopment, and the city is once again enjoying a tourist boom since the pullout of large portions of the Naval facility in Middletown. Fleet bars, which recently

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sprawled along Thames Street, have been torn down for a new roadway, and depressed shopping areas have been rejuvenated.

One of the most frequently visited shopping complexes is on Bowen's Wharf, where 18th and 19th century buildings have been skillfully restored on a cobblestone quay. Stores featuring ship's wares, clothing, jewelry and scrimshaw crowd the wharf which also houses a photographer's gallery, blacksmith's shop and working lobster company, along with such popular restaurants as the Clarke Cooke House, the Black Pearl, and the Chart House. Further north along Thames Street is the Brick Market Place, an extension of the historic market complex of colonial times, and the Bellevue Avenue shops are just two blocks from the waterfront.

Newport offers a variety of additional activities. Besides museums, galleries, antique shops and libraries, there is a movie theater in the center of town on Washington Square and your choice of broad sandy beaches close to the city. For getting to the dunes, there are bicycle rental shops, a car rental agency, regular bus service, and a tour bus company. Hikers might enjoy a stroll along Cliff Walk near Easton's Beach for a backyard view of the Bellevue Avenue mansions.

There are many good restaurants. White Horse Tavern, the oldest operating tavern in the country, serves modern fare. On Goat Island, the Marina Pub specializes in clams and fresh fish served in the last of the World War II torpedo station buildings. For a less rustic atmosphere, the Sheraton Islander Hotel has a coffee shop and restaurant as do other hotels on the main island. And along Thames Street you might enjoy lunch in the beer garden of the Bavarian, seafood at the Boathouse Restaurant on Thames Street, or a water view from porches of Christie's and Courtney's.

The most spectacular restaurant view of Narragansett Bay is from the diningroom of the Castle Hill Hotel off Ocean Drive. On the way, you might stop at Fort Adams, now a state park. This 19th century fort provides a good vantage point to view the parade of Tall Ships out of the harbor.

Newport has hosted varied spectaculars in the past, from earlier jazz festivals to the present classical Music Festival, arts and crafts shows in local parks, and exhibitions at such galleries as Cooper Gallery or Wiseman's. Visitors are attracted to the seaport city for numerous reasons, but for all, the lure of the sea is perhaps the strongest and the Tall Ships, the grandest spectacle of all.

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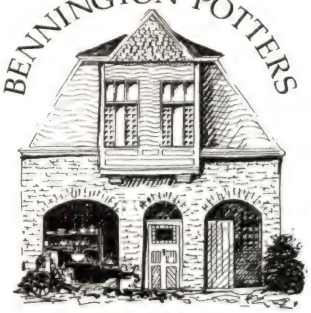

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A Museum for "Old Ironsides"

by Rear Adm. J. C. Wylie, USN (Ret.)

"Old Ironsides," the oldest man-of-war in the world still afloat and in commission, now has her own museum. Within the 30-acre National Historic Site at the former Charlestown Navy Yard, the Navy and the National Park Service have made cooperative agreements with the USS Constitution Museum Foundation to establish a museum devoted exclusively to the *USS Constitution* A 144-year-old granite building on the site, originally used to service the dry-dock established during the John Quincy Adams Administration, has been completely restored, and adapted to museum use.

The USS Constitution Museum opened its doors on April 8, and it has not cost the tax-payers a penny. The foundation is a non-governmental, educational, tax-exempt corporation that has already raised over $800,000. Exhibits are not yet complete, but as soon as they are, the foundation will embark on an educational program for hundreds of thousands of schoolchildren who will visit "Old Ironsides" and her museum in the decades ahead. About another million dollars will be needed to put this program on a firm footing.

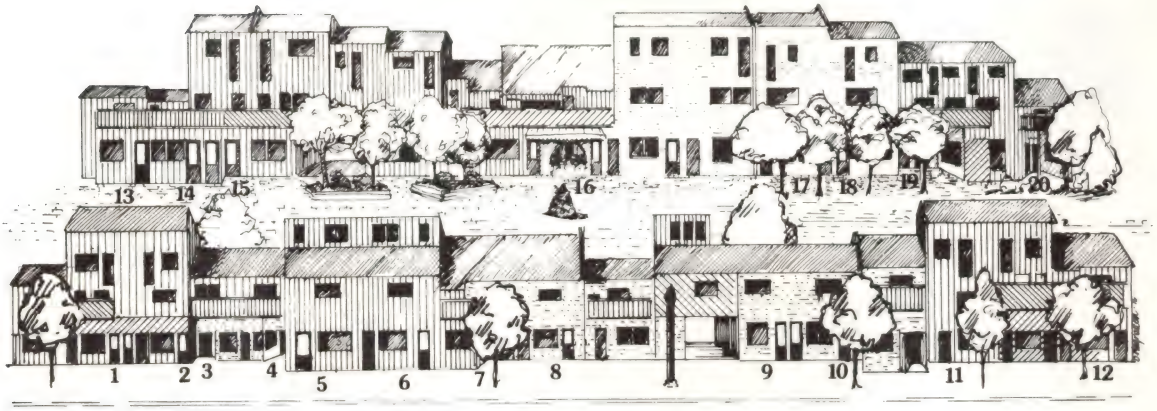
Launched in 1797, the *USS Constitution* is about a generation younger than Nelson's *HMS Victory*, but the *Victory*, a much larger ship-of-the-line, is permanently in dry-dock, while *Constitution* is still afloat. "Old Ironsides" makes at least one trip a year around Boston Harbor, under tow, to be turned around at her mooring to equalize the effects of sun and weather on her spars and rigging.

The National Historic Site is, by law, the permanent home port of *USS Constitution*. The ship herself remains on the active list of the Navy, and her Commanding Officer (the 53rd in her long history) and crew are all on active duty.

The *Constitution*'s early history is

Brick Market Place

We don't have a shop selling Bricks, but we do have 20 individual shops catering to your needs here on the waterfront of historic Newport Harbor. See us soon.



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2 Cloud 9
3 Newport Pineapple
4 Gepetto's Apprentice
5 Plant Emporium
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7 Hook & I
8 Candle Loft
9 Newport Mews
10 Briar & Burley
11 Brick Market Gourmet Foods & Meats
12 Brick Market Wines & Liquors
13 Suzette Schochet Gallery
14 Iron & Pine
15 Green Owl Gallery
16 Turtle Frolic
17 Tashi
18 Dandelion
19 Misty Isles
20 Book Bay

Newport, Rhode Island 02840

well known, but it is not generally recognized that she continued to serve until nearly the end of the 19th century. From 1803 to 1805, she was the flagship of the Mediterranean Squadron in the wars with the Barbary Pirates, and officers and men from *Constitution* manned a captured Barbary ketch, renamed her *Intrepid* and, under Decatur, sailed her into Tripoli to burn the captured frigate *Philadelphia*. It was in the cabin of *Constitution* that peace agreements were finally signed with the overlords of the North African coast.

In 1812 the harrassment and impressment of American seamen became intolerable, and war with Britain was declared again. In the summer of 1812, *Constitution*, under Captain Hull, eluded the British ships blockading Boston and encountered *HMS Guerrierre* about 500 miles to the eastward. In a short and furious action, *Guerrierre* was dismasted and surrendered. Henry Adams, nearly a century later, wrote of this battle: ". . . in one half hour the United States became a world power . . ."

Later that same year, off the Brazilian coast in December, *Constitution*, now under Captain Bainbridge, encountered *HMS Java*, and in another short, furious fight, defeated this second frigate. As a result of this battle, the Admiralty issued orders that British frigates were not to engage in single action with the 44-gun frigates of the United States.

Then, in 1815, after the peace treaty had been signed, but before word of the signing had reached the ships at sea, *Constitution*, Captain Stewart commanding, engaged *Cyane* and *Levant*, whose combined gun power greatly exceeded that of *Constitution*. She took them both as prizes.

Altogether, "Old Ironsides" had some 40-odd engagements, and she emerged the victor in all of them. One of the last took place in the 1840s when she sailed in suppression of the slave trade off the West African coast. She took a slaver, returned the slaves to an African port, and then conducted a shore bombardment in support of a tribe trying to fend off another tribe bent on enslaving them.

A few years later, in Indochina, under "Mad Jack" Percival, she sent a party ashore seeking to rescue a kidnapped French bishop. After chasing the villains about 50 miles inland, it was decided that the effort was getting out of hand. So *Constitution* recalled the landing force, sailed into Hong Kong, reported the kidnapping, and enjoyed a few days of the local delights.

At the commencement of the Civil War, she embarked the entire Naval Academy at Annapolis and sailed them to Newport for the duration.

In the late 1920s came the "pennies-from-schoolchildren" restoration, followed by the 1931–1934 cruise, under tow, to visit 80-odd US ports on the Atlantic, Gulf and Pacific coasts.

In 1973 another major restoration was begun, and she is now back in service, restored to her 1812 configuration, receiving about a million visitors a year.

Nearly all the cardinal virtues — patriotism, courage, valor, strength, and service to one's fellow man — can be derived from the history of *Constitution*. And these can be woven into the stories and into the minds of today's and tomorrow's youngsters. Fortunately, "Old Ironsides" and her supporting USS Constitution Museum will serve as inspiration to people of all ages for countless decades ahead.

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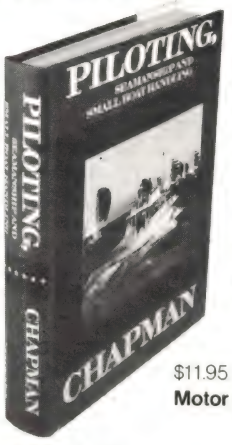

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Food from Tall Ships

On board the barque *Sagres*, the crew's choice is Portuguese food. With 203 aboard to cater and cook for, they still provide a wide variety of dishes. One special favorite is "bacalhau à Braz" using an old seafaring staple, salt cod.

BACALHAU À BRAZ
(to serve five people)

3/4 kg dried salt cod (approx. 1½ lbs.)
8 eggs
2 kg potatoes (approx 4½ lbs.)
1/2 kg onions (approx. 1 lb.)
White wine
Pepper
Olive oil
Bay leaf

Tear the cod into thin strips, soak for 24 hours, then rinse. Cut the potatoes into fine chips and fry in oil until golden. Do not overcook or brown. Cut the onions into thin rings, lightly brown them and add a little white wine.

Mix the cod and onion, add the bay leaf and cook gently without browning until the cod is tender. Add the potatoes, mix and heat through. Season with pepper then add the beaten eggs. Cook carefully.

Serve on a hot dish before the eggs become set, garnished with parsley, black olives and a few slices of orange.

Pea soup followed by pancakes with jam is a classic Swedish menu, served every Thursday everywhere — on board ships, in high class restaurants as well as in military canteens — at least in the cold season. Its also served on board the gaff schooner *Gladan*.

PEA SOUP AND PANCAKES WITH JAM

Hard yellow dried peas are soaked in water for 12 hours before boiling for about an hour and a half with yellow onions, thyme, marjoram, ginger and salt pork cut into cubes. The steaming soup is served with mustard.

Pancakes are made with milk, flour,

eggs, butter and salt then served with raspberry jam.

With this traditional meal a hot punch is served.

Provisioning and cooking for the complement of 337 aboard the four-masted barquentine *Esmeralda* is quite a task. Four meals are served: breakfast, lunch, tea and supper. Meals are similar to those served in other navies but there are some typically Chilean dishes which are served on fixed days and wine is served with lunch and supper for the officers, petty officers and midshipmen. One special favorite is "empanada," and it is served on Thursdays.

EMPANADA

This is a meat pastry.

A large quantity of pastry is made from flour, water, lard and salt, then rolled out thinly and cut into individual pieces about 10" in diameter.

The filling is stewed chopped meat and onions. A big spoonful is placed on the pastry then the pastry is folded over, pressing the edges together to seal the filling in. Empanadas are baked in a medium-hot oven for 30 minutes then served hot.

Each is an individual portion and can be eaten without a knife and fork.

Cruising in the West Indies, the crew of the Antigua-based schooner *Veleda* find sharks are a large part of their fishing catch. The favorite way of cooking shark on board is to make chowder to their own special recipe.

SHARK CHOWDER

4 lbs. shark meat (from the tail section)
2 large onions
2 cups boiling salted water
2 cups dry white wine
1 lb. potatoes
1 bay leaf
3 cups cream
1 teaspoon yeast
1 teaspoon nutmeg
6 tablespoons butter
3 cups grated cheddar cheese
6 tablespoons flour
2 cans corn
salt and pepper

Dice and boil the potatoes in the boiling salted water with the bay leaf. Sauté the onion in the butter for 20 minutes then add the flour, cream and corn. Pour this sauce into the potatoes and water. Cook the shark separately in water for 15 minutes, then strain off the water. Shred the shark and add to the soup with the yeast, nutmeg, cheese and wine. Bring to a simmer then serve. This will feed 12 cadets.

From the gaff schooner *Chief Aptakisic* based in the Canal Zone, a favorite of the Captain and most of the Sea Explorers is "seviche," an appetizer of white fish marinated in citrus juice and other ingredients. This effectively "cooks" the fish and gives it an appetizing gusto.

SEVICHE

1 lb. fillets of corvina or other white fish

Juice of 12 limes or more if needed
3 medium sized tomatoes, finely chopped
3 onions, finely chopped
2 hot peppers, finely chopped (remove half after 2 hours)
1 green pepper, finely chopped
1 clove garlic, minced
1 tablespoon parsley, finely chopped
Salt and pepper to taste

Spread fillets on a platter. Mix other ingredients and spread over the fish, making sure it is completely covered. Turn the fillets after a few minutes and spread the marinade. Cover and refrigerate for eight hours, turning and marinating several times. Served with saltine crackers this will make hors d'oeuvres for a dozen people.

Traditional fare is the order of the day aboard the brigantine *Phoenix* and the schooner *Artemis*, with weekly rations including sea biscuits, salt pork and salt beef, dried peas, oatmeal, cheese, butter and beer. Fresh vegetables and fruit when in harbor and while they last at sea, plus a lemon a day, add to the menu. Twenty hens are carried aboard in coops and each man has two eggs every three days. Brandy, rum or arrack can be substituted for beer; flour, raisins or currants for meat; rice for oatmeal and olive oil for butter.

Enough beef and pork was salted down prior to departure from England to last until they reach the United States. (Properly salted and packed in wooden casks, meat will keep for several years). More meat will be salted down in Boston for the return journey to England.

A favorite recipe of the cadets is another traditional dish:

PLUM DUFF

3 oz. raisins
3 oz. currants
1 lemon
4 oz. pounded sea biscuit
2 oz. orange or lemon peel
1/4 lb. suet
1/2 lb. flour
2 oz. brown sugar
1/2 teaspoon mixed spice
1/4 teaspoon salt

Tall Ships '76

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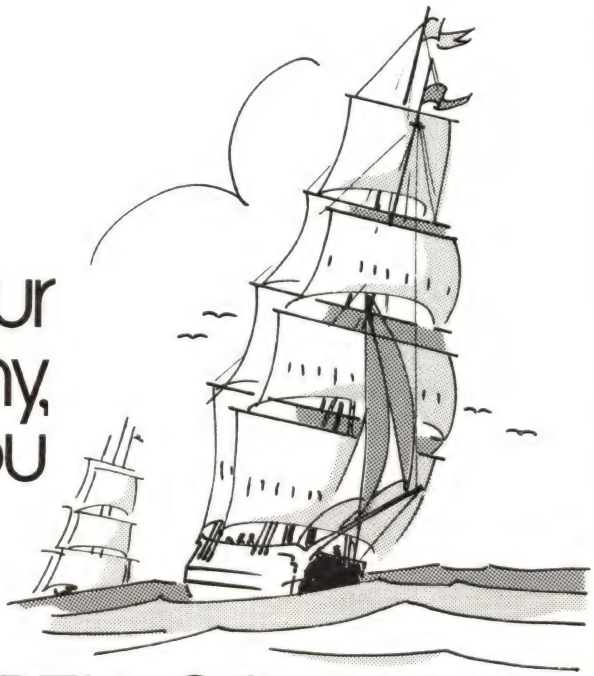

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1 egg
3/4 teaspoon baking soda
2 tablespoons treacle (molasses)

Mix all the ingredients adding water for a dropping consistency. Place in a bowl lined with greased paper and steam for four hours.

This special treat is served on Sundays.

Raising cattle is a big industry in Argentina, and for the officers, crew and trainees aboard the ship *Libertad*, beef is a big item on their provisioning list. Fresh supplies are shipped by the Navy in containers to replenish the ship at various ports of call.

Favorite recipes include a hearty corn soup made with veal, bacon, salt pork, pork sausages, onions, peppers and chili powder.

For a favorite beef dish a whole eye of round is used.

PECETO PRIMAVERA

Let the meat reach room temperature then slice nearly through, but not quite (slices should be 1/4" thick).

Insert a slice of boiled ham spread with mustard and a thin slice of peeled orange between the meat slices.

Sprinkle with sugar and cook in a moderate oven, basting frequently with orange juice. Serve with a selection of vegetables.

On special occasions or on Sundays the 25 trainees aboard the three-masted staysail schooner *Zawisza Czarny* enjoy a typically Polish festive menu. Following an appetizer of herring marinated in cream, the next course is a cold borsch soup.

COLD BORSCH

1½ lbs. lean beef
2 quarts salted water
2 leeks
2 carrots
1 bay leaf
1 clove garlic
6 peppercorns
3 sprigs parsley
1 lb. cooked diced beetroot
1/2 a red cabbage, coarsely chopped
2 potatoes, coarsely chopped
2 onions, coarsely chopped
1/2 lb. mushrooms, coarsely chopped
1/2 pint sour cream

Dice the beef and bring slowly to a boil in the salted water. Skim carefully, then add parsley, coarsely chopped leeks and carrots, bay leaf, garlic and peppercorns. Simmer, covered, for one and a half hours, skimming from time to time. Remove from the meat then strain the soup into a saucepan and add beetroot, red cabbage, potatoes, onions and mushrooms. Bring to a boil, skim, and simmer, uncovered, for one and a half hours. Strain through a sieve and chill. Just before serving stir in the sour cream. Serves six.

The main course of roasted chicken has a rich parsley, ham and chicken liver stuffing and is served with boiled new potatoes sprinkled with dill or parsley. A side dish of sliced cucumbers in wine and cream dressing is served and a dry red wine.

Baked apple compote with double cream adds the finishing touch to this festive meal.

For the girls aboard the three-masted topsail schooner *Sir Winston Churchill*, some traditional English dishes are favorites. With an oil-fired cooking stove they cook for a total of 55, of which 42 are trainees.

A top favorite is gammon steaks (gammon is an English cut with a flavor between ham and bacon). This recipe will feed 55.

GAMMON STEAKS WITH PINEAPPLE AND LYONNAISE POTATOES

20 lbs. of potatoes and 12 onions are sliced and laid in alternate layers, with salt and pepper, in oven-proof dishes. A little cooking oil is poured over and the dishes baked in a medium hot oven for one and a half hours.

55 gammon steaks are soaked in the juice from cans of pineapple rings for half an hour, then drained and cooked in a frying-pan in a mixture of butter and cooking oil for two minutes each side.

A ring of pineapple is placed on top of each steak and served with the Lyonnaise potatoes, corn, peas and fresh sliced tomatoes.

This might be followed by a dessert of blackberry-apple crumble served hot with ice cream.

For centuries aboard Dutch ships certain meals have remained favorites. One is "bramstaglopers" which is a great favorite with the trainees aboard the schooner *Eendracht*.

BRAMSTAGLOPERS

Dried marrowfat peas
Chopped raw onions
Fried onions
Bacon fat and fried sliced bacon
Gherkins
Mixed pickles

The peas are soaked for 24 hours, cooked till done in fresh-water, then strained and garnished with the other ingredients. A glass of cold beer completes the meal.

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Roaring Days of the Flying-Fish Sailors

by William F. Baker

"Past the grimy streets, the gin halls and the Chink dives, I found myself tramping the graving docks among the aroma of foodstuffs, of spices and tar, and the squeaks and squeals of the dockside mingled with the chit-chat of gulls, till the winter's day was almost spent.

"I looked across the still and black London River watching for a moment a ship in mid-channel, Blue Peter flying, readying to go down to the sea. And I rambled on through the India Docks amongst the barrels and casks and bales and past the dray horses, standing by idly.

"Then I found what I was looking for, a ship at the quayside, its sails drying in the gentle evening zephyrs, home for just awhile. She lay there on the water as graceful as a gull, and from the splendid sweep of her sheer and the clean rake of her clipper bow you'd have to be a blind man not to see she was a real beauty.

"This was the ship for me . . . I signed the articles and flying light, with only oilskins, leaky sea boots and my donkey's breakfast to my name, made myself at home in the fo'cs'le.

"Now as I lie on my bunk I can hear the full of the tide lapping against the hull in the dock basin, the mooring-ropes creaking an' moaning, the bustle of the watch like dancers feet on the floor, the hauling out of tackle, an' the sound of a chanty making up. We'll be making sail soon.

"Afore long it's down the channel, the farewell flash of the Portland light, the hoot of the tug and out onto the great Western Ocean, roaring and rolling from all its depths. And it's the screaming ice cold blast of a winter's gale, driving sleet and snow and rain and hail, beating and battering us throughout the tar-blackened night. One great sea

Crewmen fight to furl main sail on barque Garthsnaid *during a storm.*

Courtesy Peabody Museum of Salem

breaks aboard and she staggers and shudders, you'd think she'd never rise again.

"But then the wind and the sea are gone and in those few moments between night and day the reefs are shaken out, the gallants set.

"We braced South away and crossed the line, picked up the edge of the trades where the white whales play in the Southern Ocean, and it's Eastward Ho to the forties South. There where the winds bluster and blow, where great seas break aboard in thunderous roars, where we've seen brave men kneel and pray in terror, we ran our easting down.

"After days in the wild green ocean of the Roaring Forties it's across the Indian Ocean, on to Hong Kong and up the Pearl River to Canton for the new spring teas. And, after weeks of sweltering at the Whampoa Anchorage, the tea market opens to the blowing of conch shells, rockets and cannons and much general hullabaloo, and the tea chops start to arrive from up river.

"In no time flat, our lady is stuffed full, holds bulging, with whole chests of hysons and pekoes, and Blue Peter's flying again.

"The blooming mud hooks left the ground to a 'haul away-haul away, haul away all'. We drift down the treacherous, silvery river and out into the China Sea.

"Foaming along, past the Paracels with every stitch set, we meet the monsoons and their slanting-down rain, blowing up a storm. The wild wind screams through halyards and stays, white caps swirling past the hull seemingly tumbled and trampled into snow.

"She's logging fourteen knots and braced for Java Head with the wind in her royals and a bone in her mouth, her wake has flattened out the ocean for a mile behind her.

"We passed Anjer, now it's across da Gama's ocean with the wind blowing full and free.

"Then a week long calm in the Doldrums, finally a zephyr and we're heading home for the Western Isles. Now for the first time you can hear the homeward bound chanty 'The girls have got hold of the tow rope today'.

"Past the Scillies, oh, the stories those sirens could tell of dead ships and dead tars! We sight the Lizard and welcome the Channel chop. Off to leeward is Start Point, the Bill, St. Catherine's; smart captains give *her* a wide berth on a dirty night.

"Damn, damn, a bloody Channel gale off Seven Sisters is making up, meaning more delay, more beating up and down in the Channel traffic. At last Dungeness and Deal. . . . 'The girls have got hold of the tow rope today'. By noon tomorrow we'll be snug in Surrey Docks.

"Ay, we've seen it all ain't we: Pagoda, Sunda Straits and Singapore. We been places no one else has ever heard of, never mind seen: Penang and Malacca, Bantam and Sibolga, Bencollen and Anjer, Borabudur an' the whole bloody Eastern and Western ocean to boot. An' you know, the best sight of all to see is the red funnelled tug pass the hawser while we chant till we're sand-grit hoarse:

'An' it's haul away, girls, steady and true. Polly an' Dolly an' Sally an' Sue . . . Mothers an' sisters an' sweethearts an' all. Haul away . . . all the way . . . haul away, haul.'

"An' the best feeling of all is to know 'The girls have got hold of the tow rope today'."

Perhaps that is the way the poet or romantic might describe life aboard a clipper, for a flying-fish sailor.

But, it doesn't, by any stretch of the imagination, tell the whole story.

Seas pour over the decks of a square-rigger during a passage around Cape Horn

Courtesy Peabody Museum

Courtesy Peabody Museum

Adjusting the brace in heavy going, and a thought for being first in with tea from China

These iron men and, by God, iron men they were, endured endless days of soaking, freezing, drenching rain, they labored for weeks on short rations and cold uncooked food, and were driven in their labors, day after day, never knowing what it was like to have more than four hours sleep at a stretch.

Because of the vast distances they covered in all weather, clipper ships and their crews had to be prepared for every conceivable misfortune that man or God could devise. At some time or other, the ship could count on being struck by lightning, battered by storms, damaged in collision, run aground, dismasted in cyclones, or set on fire.

And the crew, their common experience was being almost continually half-starved, surviving on a diet of tainted meat, weevily bread and foul water, yet still they went to sea, and what did they have to look forward to?

Months of being crowded together with "nothing to see but the sea," no alcohol, no contacts with women, no news of the world, no organized recreations, sports or entertainments, no luxuries of any kind, no holidays, and working a minimum of 84 hours a week. But, why this willingness to endure such incredible hardships and deprivations? Tens of thousands of sailors, knowing that these conditions were to be expected, still went willingly to sea, as they had done for centuries before. Why?

First, although uncomfortable and often dangerous, a sailor's life was never tedious; no man knew what lay in store for him, not next week, tomorrow, the next day, or even the next hour. Life and work at sea was far from monotonous; he was kept too busy to become discontented or bored. And then life under sail appealed to that particular lot of mankind who had the roving instinct, who sought, in the freedom of the great expanses of the world's oceans, liberation from the restrictions of the life of a dirt farmer, or the monotony of a soul-destroying factory, or the incredible boredom of a shopkeeper's life.

Perhaps many of them were daydreamers and romantics. Though they found life at sea had its disadvantages, it also had its moments of beauty. Perhaps one would have to walk the decks of a clipper ship on a warm and breathless night in a silent, tropical sea, shimmering like a sheet of steel, listening to the tide sucking round the hull, to understand the great security of the sea compared to the sordid greed and unrest of the land.

These were the compensations for all the misfortunes and discomforts they had to endure at sea; these are the reasons why men have gone down to the sea in ships from time immemorial, and will continue to do so till sea and ocean are no more.

The life of a sailor generally started as fo'cs'le boy, the lowliest position on board ship. If you were a strong, stout, intelligent-looking chap, there was generally a berth available. Boys were always in demand since they were the pool from which future sailors were drawn. These boys were oftimes orphans, and almost always drawn from the very poorest background. As ship's boys, they could earn up to 10 shillings ($2.50) a month which, for the most of them, was a fortune.

I remember reading the biography of a ship's captain who started his sea life at nine as a fo'cs'le boy. He mentioned that in the first nine years of his life, he had only possessed a total of six pennies, so the wages offered him as ship's boy were huge.

A boy's needs to ship aboard were simple; his worldly possessions needed to consist of only:

a pair of shoes — no nails in them
2 pairs of canvas trousers
1 pair of cloth trousers
2 blue flannel shirts
1 jacket
1 straw bed (commonly known amongst sailors as a donkey's breakfast)
1 blanket and 1 rug
1 knife, 1 tin plate, a spoon, and a pannikin (tin cup)

All this dunnage could be purchased for about two pounds sterling from the ship's "slop chest"; this sum was usually advanced to the boy by the captain and deducted from his wages. As he progressed up the ranks from boy to ordinary seaman, and on then to able bodied seaman, his needs did not change very much. Perhaps the only other things he might add to his kit during his entire life at sea would be a suit of oilcloth and a pair of seaboots.

His duties as fo'cs'le boy were the most menial: cleaning the heads, keeping the fo'cs'le in order, repairing the sailors' clothes, fetching their food, and giving a hand with deck chores but still keeping out of the way of the work gangs. It was expected that, as part of his duties, he would learn the basic rudiments of the ship: the various parts of the rigging, the locations of sheets and halyards, and the general order of things on board.

As a cabin boy, he had basically the same duties, except that he also served the captain and took care of the master's simplest needs: "Fetch my cap from below, boy!"

If a boy came from a little money and wanted to prepare for an officer's berth and eventual command, he could often ship as an apprentice for a year or two, after which he would be as competent as most able seamen. His parents would pay the ship owner a premium of up to 50 pounds sterling per voyage to have him signed on to be taught the business of seafaring.

He might really be described as an unpaid ordinary seaman. In many ships, the apprentices did the lion's share of the work, and plenty of boys, whose people had paid good premiums for their maritime education, spent most of their time scouring

decks and paintwork, chipping plates, tarring down rigging and, in turn, receiving little or no instruction whatever beyond what they could pick up from an understanding officer or from the senior apprentices.

Typically, there might be anywhere from five to 15 apprentices on board a clipper during a passage. This had a major economic effect for ship owners, since the apprentices provided a solid core of free, efficient, and loyal labor, plus a continuing supply of new officers. Often times it was a good thing they were there, for more than once, when disaster struck a clipper or her captain, a mate and the apprentices brought their ship to safe harbor.

Promotion for a fo'cs'le boy was based solely on his own ability to judge if he could handle the next job up the line, which was that of ordinary seaman. If, in fact, he did get to ship as an ordinary seaman and couldn't perform the expected duties, a mate would usually cut his wages and relegate him to the duties of a boy. Wages were a considerable step up, for as an ordinary seaman he might command upwards to two pounds sterling a month. In fact, one reason why seamen were prepared to put up with the terribly difficult life on board clipper ships was that they received excellent wages.

Some crews on American packet clippers made $25 a month on the Liverpool-to-New York run, and it was not unknown for them to get a bonus of $50 each if they won a race against another packet ship.

An ordinary seaman, generally, was either not considered to be of sufficient age or strength for an able seaman's berth, or he did not have necessary experience. However, he was expected to be able to lend hand, reef and steer under ordinary weather conditions, to box the compass, shovel ballast, and have an acquaintance with all the standing and running rigging. He was also required to be able to reeve some or all of the studding-sail gear, go aloft and furl sail, and send down the mizzen topgallant yard.

In his spare time he was expected to learn, from whomever might be willing to teach him, some of the rudiments of navigation. He might be 12 to 14 years old by now.

The next step up the ladder was that of able seaman. In this capacity he was expected to have a full knowledge of all the rigging, which included any mending, repairing, and refitting of any rigging or portion of it when the occasion demanded. He was also required to have a complete knowledge of steering, reefing, and furling sail.

As an able seaman, he was placed in the most important parts of the working ship, such as the fo'cs'le deck, at the main tack, at the fore and main topmast braces, or at either of the lower braces. As a fully responsible able seaman, he worked watch and watch (i.e., four hours on and four hours off, alternating the dog watch of two hours in the afternoon..

He worked an average of 12 hours a day, seven days a week, for the entire duration of the voyage. At no time did he ever get more than three and a half hours of effective sleep at a stretch. In foul weather he was on call 24 hours a day, and could be called out at any time to help the working watch make or take in sail, as the weather demanded, and as the captain ordered.

The wages for an able seaman were about three pounds sterling a month with quarters and food, but no clothing provided. For most of those who took to the sea, able seaman was the end of the line — a lifestyle they were to follow for the rest of their days, till disease, fever, or the sea itself released them from their self-imposed bondage.

Courtesy Peabody Museum

Crew's bunks were often filled with water.

However, for those who really wanted to make a career of the sea, the real learning period was just beginning — the struggle to become Master. Young officers would have to acquire an enormous mass of sailing lore, and learn through trial and error all the techniques and tricks of seamanship necessary to sail and navigate a great clipper.

They would have to condition themselves rigidly to go without sleep for days on end, while still maintaining, at all times, perfect judgment of wind, weather and sea. They would need to become in their own right master-sailmakers, master-riggers, master stevedores and master shipwrights.

During their young years, they would need to develop great leadership ability, steel nerves, solid business judgment and, above all, that certain, unique, and indefinable ability "to command." The day most certainly would come when one officer's decisions and commands alone could mean life or death for his ship and crew. He had therefore to train himself to use this power of command both wisely and well.

So now our young fo'cs'le boy had to start all over again as second mate, the lowliest officer on board. His wages were generally five pounds sterling per month, and his first and most important duty was supervision of the stowage of cargo. When the ship arrived at her port of discharge, the second mate was expected to know where every package was stowed, and how it was stowed.

In many ports of the world, no stevedores were to be found, and the ship's crew had to stow and discharge cargo themselves, with the second officer being fully responsible for its transfer. He also had the responsibility of selecting and supervising the proper laying of dunnage, the material which was placed between the skin of the ship and the cargo to prevent the latter from getting damaged.

While at sea, his duties included command of the starboard watch when the captain was not on deck. He was expected to know enough navigation to keep the ship's course and distance during his watch, and to enter them correctly on the log slate. If he mastered these and many other duties for a reasonable period of time, with a favorable reference from his captain, he could then stand for his examination for chief officer, or first mate. It was not unusual for young men 18 to 20 years old to hold a first mate's ticket.

In performing his duties as chief officer, he had full command of the ship when the captain was below or disabled. Complete awareness of his ship's overall condition was imperative, as was his ability to perform every shipboard operation as well, if not better, than any other man aboard. Instantly and unfailingly, he was required to execute every command of the captain. Wages for a chief officer generally ran eight pounds sterling per month.

When once established as a master, his life was a relatively good one, well paid by the standards of the time, typically 200 pounds sterling a year. The area of the poop was always considered the private domain of the captain, and from here he was able to conduct his own private business affairs.

Many clipper captains who took passengers aboard could pocket their fares. Another source of income was the mail; a commander kept all of the postage charges for the mail he carried. Then, too, most of them carried on private trade with the East and carried outward bound specialty items, such as liquor and millinery, and as in the case of Captain Woodget of the *Cutty Sark,* a very profitable business in purebred collies. These monies were also added to his personal coffers.

The captains of most clippers also ran a concession or "slop chest," as it was called, where once a week, all aboard could purchase such items as tobacco, soap, matches and work clothes. Any purchases would be charged to the seaman's wages, and deducted from it when they were paid at the end of the voyage, all profits into the captain's coffer of course.

So a successful clipper captain was invariably an excellent business man and trader. His business decisions on what cargo to carry to which ports of call, and his talent in negotiating the most favorable freight rates could make, for the ship owner, the difference between a profitable or losing voyage.

On the return trip from China, many clipper captains brought back to London for their own account rare silks, rugs, spices, and choice teas, which were sold at a mighty handsome profit for themselves. A resourceful captain, therefore, could live well and might retire with a comfortable income. In fact, many captains who retired from the sea with their accumulated earnings were actually able to acquire ships of their own, or a partnership in one, and thus join the ranks of the ship owners.

Regardless of what flag a clipper ship sailed under, they all had one thing in common: their crews were exceedingly tough. A hard dangerous life, it called for men with iron nerves and strong muscles.

In order to get the last ounce of speed from a clipper, every available piece of canvas was spread to catch the wind, the flying-fish sailor called it "cracking on the dimity" — dimity being a type of sail cloth. After one trip, a witty crew member said that they flew everything but the captain's nightshirt.

In very bad weather, the safest thing for a ship's captain to do usually was to shorten sail, since a strong gust or squall could snap a mast, carry away a yard, or rip a spread of canvas to shreds. But this meant reducing speed and clipper captains, all noted for being "drivers," often took risks.

A crack clipper captain liked nothing better than barreling down the South China Sea, like a roaring freight train, before a strong monsoon with every piece of canvas that the ship could handle bent on the yards. He'd take in sail only when he was dead-certain that a yard or mast might be carried away, and even then, only at the very last moment.

Consequently, in some of the worst weather that man can imagine, sails had to be shortened or new sails bent to replace those torn off the yards. The crew had to scramble aloft in hurricane, cyclone, or full gale, to reef and furl, struggling with hundreds of yards of heavy canvas.

Flying-fish sailors, as the crews of crack clippers were called, before shipping for a voyage, would examine every ship in the docks, mentally logging every one of her good points and noting every peculiarity of her lines and rig — all by his own intuitive standards. A frayed ratline, a worn block would tell him all he needed to know to make his choice.

At the height of the clipper ship era, experienced seamen were at a premium, and for those who survived these demanding and dangerous voyages, the homecoming, with money to spend, was the great reward.

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USS Providence: A Tall Ship of 1776

by Rear Adm. John R. Wadleigh, USN (Ret)
President, Seaport '76 Foundation, Ltd.

Two hundred years ago on beautiful, breezy Narragansett Bay, Tall Ships were engaged in the grim business of war as the North American colonies prepared to declare their complete independence from the British Crown. King George's warships cruised freely in American coastal waters, blockading and harassing the ports of the rebelling colonies.

Newport had already seen war when, on May 10, 1776, off Goat Island, Lt. John Paul Jones, senior lieutenant in the infant Continental Navy, stepped on board the sloop *Providence* and read his commission as the new commanding officer. This little ship — Rhode Island's first contribution to the new Navy, and already a veteran of the first amphibious landing of US Marines at Nassau in the Bahamas — was Jones' first combat command. From her quarterdeck, he said to his crew words which were to be a motto of many a naval officer in the future: "Give me a fast ship, for I intend to sail in harm's way."

As the Tall Ships gather in Newport a complete replica of *Providence* is being constructed at Melville, Rhode Island, a few miles from where Jones began his first command cruise. Under the sponsorship of Seaport '76 Foundation Ltd., this replica, when completed, will sail as visible evidence of our American maritime heritage, displaying the colors of the Continental and Rhode Island navies from the Gulf Coast to the Great Lakes.

Providence, originally named the *Katy,* was a typical merchant sloop of her day. Built in the decade before the Revolution for the wealthy Providence merchant John Brown, the ship was 67′ on the waterline, 110′ overall, with a beam of 20′. She displaced 90 tons and carried mainsail, staysail, jib and square topsail, the last named very handy for downwind cruising. Her topmast rose over 80′ above the water. As a merchantman, she was armed with 10 guns, transporting cargo along the coast and south to the West Indies. Records indicate she may well have done a turn in the slave trade.

Providence's *fiberglass hull is moved for the completion of construction*

On June 12, 1775, the Rhode Island assembly took action to combat the blockading actions of a small squadron led by HMS *Rose,* the 24-gun Royal Navy frigate assigned to Narragansett Bay to prevent smuggling (a primary industry of the area), and to enforce the British Custom Regulations. A Rhode Island Navy was authorized, the first in the colonies, and Abraham Whipple was commissioned as a Captain, in command of *Katy.* Here the little ship, under skippers such as Whipple, Jones, and John Rathbun, began a five-year career of action against the Royal Navy. When Congress in Philadelphia voted for a Continental Navy as a result of the bill introduced by Stephen Hopkins of Rhode Island, *Katy* became the first authorized ship of the fleet and was sent to Philadelphia as Rhode Island's contribution.

Swift and maneuverable, the little ship, now renamed *Providence,* fought actions with King's frigates and sloops as her aggressive captains repeatedly outmaneuvered their opponents. On January 27, 1778, her greatest moment of glory came when, under Capt. John Rathbun, the ship captured Fort Nassau and conquered temporarily that Bahama Island. Her end came in the abortive Penobscot Bay expedition in August 1779, when, as part of a 40-ship Continental fleet, she was trapped by British ships of the line and frigates, and was presumably burned to prevent capture.

Seaport '76 Foundation Ltd. has been organized under the laws of Rhode Island and the Internal Revenue Service as a nonprofit and tax-exempt organization. Dedicated to a public awareness of America's Maritime Heritage, particularly in Colonial and Revolutionary periods, the foundation's current and principal project is the reconstruction of an exact operational replica of *Providence.* Rough plans were prepared by John Millar of Newport and redrawn in detail by Naval Architect Charles Wittholz of Silver Spring, Maryland, based on detailed research in the files and models of the Smithsonian Institution. The ship is being built to meet Coast Guard specifications, using modern construction techniques. She will have an auxiliary engine. When completed later in this year, she will join the frigate HMS *Rose* as a part of Newport when not sailing to other ports in carrying out the Seaport's mission.

Visitors to the Tall Ships are invited to see *Providence* under construction in Building 76 at Melville, Rhode Island, entering Gate 51 seven miles north of Newport on Route 114. Visitors also are encouraged to board HMS *Rose* at King's Dock on the Newport waterfront.

A Heritage of American Sail

by Thomas C. Gillmer

It would be satisfying, in our 200th birthday year, to believe that independence resulting from the American Revolution had brought us, in subsequent years, wealth, power and greatness in industry, arts and science. This can be argued to inconclusive ends, and to little purpose.

There is one corner of the democracy, however, that does stand out clearly in its evidence of the rewards of new and independent technology — from the beginning free of European tradition. This is, of course, our maritime heritage: how sailing vessels have served our growth throughout our history.

We were, at the start, a "baker's dozen" of little colonies clinging precariously to the Atlantic coast, extremely dependent upon Europe. Our colonist forebears were strangers in a strange land that survived primarily through the abundant maritime supply and trade routes to the homeland. But as throttling taxation and tariff laws accumulated, their independence cooled until it turned to open rebellion, breaking our political bond. Other bonds, less easily broken, were family ties, common language, culture, crafts, standards of weights and measure — all the living roots of a lifestyle.

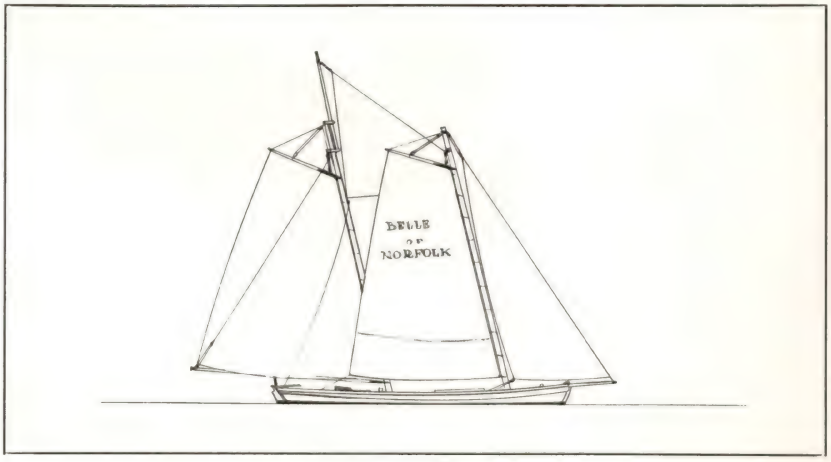
It was in the arts of shipbuilding that craftsmen found themselves free, indeed obligated, to improvise. They were alone among an abundance of raw materials, favored in a market demanding their product. It is small wonder that, at the beginning of our history, shipwrights produced new and strictly American watercraft.

These vessels were not immediate wonders in the world of shipping; they were so rough-hewn and localized that they were hardly noticed at first. They hauled lumber, fish and produce from port to port, which did not require imposing ships with painted figureheads and carved stern-castles. Edges of rough-sawn wood became smooth only with wear and weather, not by the rubbing of a painstaking shipwright. The first boats were called *barques, pinnaces, shallops, katches, scooners,* and other names, but there were few three-masted ships. The names of these vessels often alluded to their intended use and style of hull, as well as rig. Shallops grew to be called sloops, and were consistently of one mast. Scooners became schooners, and proliferated in many places for many uses.

The maritime world, with both its merchant trade and sea power at the time of our revolution, was unquestionably centered in England and the North Sea countries. The art of shipbuilding, in all of this Northern European and British sea culture, was a complex world of doctrine and arbitrary rule. Each country, with but slight variation, produced ships of similar style, hull shape and rig. The curvature of the ribs or frames, which supported the shell of the hull, was determined by some irrelevant geometric procedure called "whole moulding." The sail plan was determined by making the masts and spars to lengths set by proportions to each other, and in warships, sizes of timbers often were arbitrarily determined by the number of guns to be carried, and were not to be modified by the good sense of the master shipwright. At any rate, there was too much inherited, rigid doctrine, formulation, and dogmatic rule, too little art, and no science whatsoever.

The American shipbuilders of Massachusetts, Connecticut, New York, Maine, the Chesapeake Bay country, the Carolinas, and Bermuda had none of this oppressive obligation guiding their hands and minds. The results, as noted, were at first rough and clumsy, but they were improved and made workable, inch by inch and foot by foot. It was not long until recognition came to certain vessels which exceeded others in speed or seakeeping. The Bermuda sloop was noticeable as a fast and handy single-mast carrier. Some think, with reason, that she was the spark of inspiration that set off the first fast Chesapeake schooners.

During the Revolution, Chesapeake shipwrights supplied a good share of the colonies' naval needs with small, fast schooners. There would be no record or memory of the likeness of these craft had it not been for the meticulous documentation of the British Admiralty. It was inevitable that these privateers and gunboats would



The Virginia pilot boat of 1810, after which the early New York pilot boats were modeled.

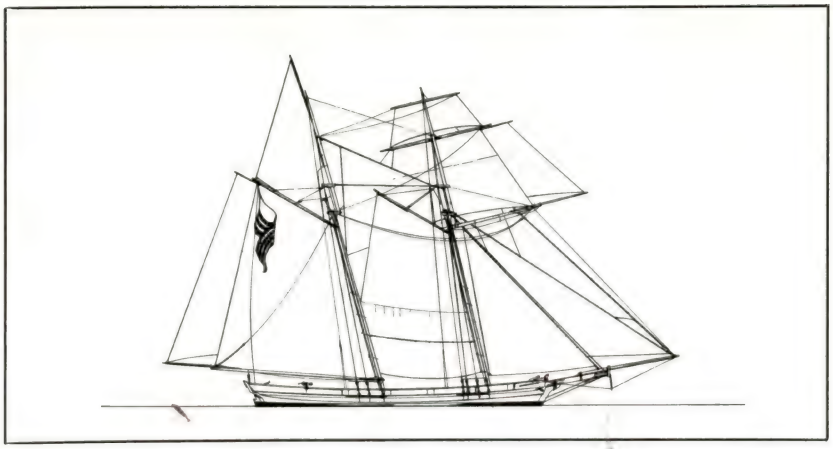
frequently overplay their boldness and, despite their speed and handiness, be captured. Before turning them over to duty in the Royal Navy, the Admiralty would dry-dock them and carefully measure them and draft their plans. It is from the British archives that have preserved this documentation that we now know what our first American-designed, small, naval craft were like.

The Chesapeake schooners continued, after the Revolution, to prosper and build their reputations. Trading first in the Caribbean, they were soon noted for swift trans-ocean passages. With this reputation, they found their way into the navies of not only England but France, Denmark, Sweden, and other countries. Before 1800 they were referred to as Virginia-built or Baltimore-built boats, but a new name was being applied in the first decade of the 19th century: "Baltimore Flyer", which soon became "Baltimore Clipper."

The rakish masts and clouds of sail over these low-freeboard, black hulls of slim line became as noteworthy as they were notorious. They were not much for carrying profitable cargo; their holds held relatively little, being so sharp in their rise of floor or bottom. An ordinary, slow merchant ship of the same length and depth could well carry twice the load. But wherever speed was of interest, these Baltimore-Chesapeake craft found their welcome — not only as war craft, revenue cutters, and privateers, but in illegal employment. Many Baltimore Clippers carried smugglers' names, and later, unhappily, they were used in transport of slaves from Africa. This brightest and darkest era of their employment, over more than half a century, was because of their speed, and when their speed ceased to be an attraction, the Baltimore Clippers quickly disappeared.

But they left a vivid memory, these ships built by the eye and instinct of a new breed of backwater shipwrights. They were not successful as profit-earning vessels, but this was not their intention. They left a pervasive bloodline in American shipbuilding that was to influence a high percentage of sailing vessels during the 19th century. It would not be far-fetched to say that hulls of the faster steamships owed something of their speed to the characteristics so vividly demonstrated and pioneered by Baltimore Clippers.

Next to be noticed and proclaimed were the pilot boats of the Virginia Capes. These were close to being small editions of Baltimore Clippers, their hulls being quite the same in form except that the pilot craft had no protective rails around their deck edges. Their rigs approached the limits of simplicity: masts unstayed, but raked excessively like their larger Chesapeake sisters, with sails basically the main, fore, and jib of a schooner. The pilots presented the most pleasant of sights. They were fast, and simple to sail — in a word, functional — but they were very wet in nasty weather.



A Baltimore Clipper of about 1810, when they reached their fullest development.

Piloting is a trade that attracts a special sort of man and employs a most unusual tool as well: the pilot's boat. As a type, through its history it seems to become ever more functional. This is not surprising, because the job of guiding an incoming ship to harbor went to the pilot with the swiftest boat. Piloting was an extremely competitive profession, even within the closed organization of their guilds. In the 19th century most pilots owned their own boats. Their remuneration depended upon getting to the choicest incoming ship first. The occupation, by its nature, is not restricted to the best of weather or conditions, so a successful pilot boat evolved out of a hostile and demanding environment — and a fast, weatherly craft it was.

Word of the success of these Virginia pilots reached northward and their type was transplanted to New York to work beyond Sandy Hook. In this new incubator evolved the even more capable New York pilot boats of the 19th century. By 1850 their similarity to their early Virginia forebears had vanished, except in such characteristics as deep heels, rising forefoot, and sharply rising bottoms. They were otherwise larger with proportionately greater sail spread on stayed masts; the schooner rig prevailed. At mid-century, it could perhaps be acknowledged that American sail had reached its zenith. Indeed, sea commerce under sail had advanced as far as it ever would. The age of steam-powered ships was at hand, struggling but progressing.

The age of sail was not, however, destined to die an ignoble death, and the architects of American sailing ships played their final cards so that the last act was spectacular and prolonged internationally. The first Yankee clipper ships were launched in the late 1840s, in a world ripe economically and politically for large, fast ships. By 1850 these American ships were the largest and fastest ever seen on any seas. They were fulfilling, quickly and beyond expectations, the needs of an expanding nation: transporting cargoes and citizens to California, tea from China to England, and immigrants and wool to and from Australia. These ships made the world shrink in a way never duplicated until the impact of the great jet planes of a century later.

American clippers were built in Boston and New York primarily, but in other shipyards from Maine to the Chesapeake as well. They numbered in the hundreds in the first of the 1850s when building was at its peak. By 1860 the clouds of war were settling over the nation, and our shipbuilding supremacy was ended. But the clippers continued, many under other flags, as had been originally destined. British shipyards were quick to recognize this phenomenon of sail, and they continued for another decade or more to turn out their own brand of clippers, but theirs were smaller and never matched the performance of the Yankee ships. Indeed, no ship under sail to this day has ever challenged their significant marks — 21-plus nautical miles in 60 minutes, and 436 nautical miles in 24 hours. Their ocean passage-making records fill books.

The character of clippers was marked by greater lengths and greater drafts of water, all supporting displacements of two to three times that of the largest, previous merchant

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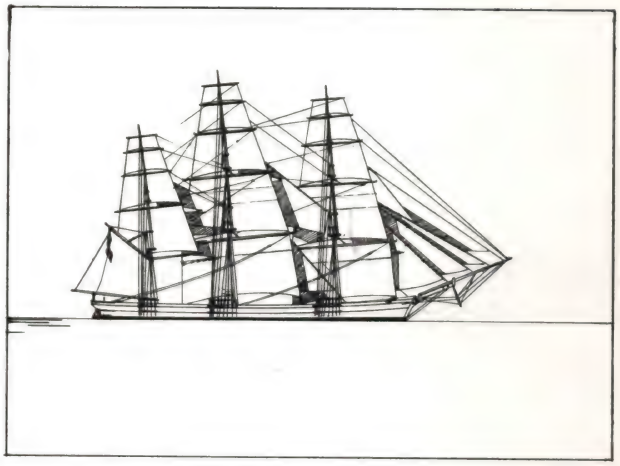

When she was launched by William H. Webb of New York in 1851, the American Clipper Ship Challenge *was the largest and most expensive merchant ship ever built, but she was not to be the fastest. While her sailing performance was excellent, she was overshadowed in speed by several other vessels built the same year, among them the famous* Flying Cloud. *She displaced 2006 tons, and was 231' overall and 43' wide.*

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ships. Sharp hulls, hollow lines, and acres of sail explained their speed. Their hulls of wood were unusual in the voluminous use of timber. The clippers were the first and the last ships built of this great strength in a wood structure.

The ships that followed were modified and refined to use less men and carry more cargo, for shortcomings in these areas, as much as any others, ended the days of the clippers.

The use of sail continued through the 19th century, beyond and beside the mainstreams of trade. After the passing of clipper ships, the steamships were the logical heirs to the great sea commerce. First built of iron and ultimately of steel, they were becoming steadily better and bigger.

The fishing industry grew with technology and the westward expansion of the nation. Inland railroad transportation developed, increasing the demand for seafood and other items from the East. Exploitation of North Atlantic fishing banks, then, also began about the middle of the 19th century, but in a more gradual way. Fishing under sail was to continue for another three-quarters of a century. At first the vessels were small, and the fishing not far from shore. The boats were heavy double-enders, slow and unhandy, and their crews numbered but three or four, and possibly five, men.

Such an industry could only be a very provincial, local one, but with industrial expansion and the rush to supply the fruits of the sea, the fishing industry tripped over itself at first. Large schooners were built without knowledge of the consequences of deeply-laden, shallow hulls with tall rigs, and many were lost in winter gales on the Grand Banks. These disasters, along with the foresight of experienced men in the government's newly organized Fish Commission, resulted in a program of guidance in the construction of fishing craft.

Employment of professional designers, some whose names were famous as yacht designers, generated before the end of the century a breed of American fishing schooner that was becoming another phenomenon of sail. The American schooners, including the Canadian boats, were large and weatherly, and their impact on the design of small sailing yachts was considerable. These remarkable working schooners reached their zenith in the early decades of this century, and survived World War I only with difficulty. The submarine threat of the war thinned their number and discouraged their use. They died among the gathering exhaust of powerful diesel engines and refrigeration plants of the trawlers, disappearing in a world of technology.

Some of us have seen the very last of these great fishing schooners as they were. Some are still afloat — ancient, cut-down rigs, one or two second-rate draggers under power, and some working the island trade in the Caribbean — all sad, but credits to their builders.

Our sailing heritage lies in the mainstream still, in the perseverance of our sailing spirit — a nearly visible thread from the poor craft hewn out of American woods, but away and independent from European schools and fettered dogmas. Our sailing spirit nurtured fast topsail schooners from the Chesapeake that stung and ran from British frigates. Little sisters of these privateers were pilot boats coveted by all who saw them, from any country. As New York pilot boats, these were refined again, and grew for 50 years when one of their kind named *America* set another style. It was the same fine-lined tradition that brought the great clippers to the high-water mark of world commerce under sail.

The Tall Ships in this summer of 1976 are a reflection and a breath of the sailing tradition in which our maritime history is so much a part.

Mystic Seaport: A Living Museum

Mystic Seaport, in Mystic Connecticut, is one of America's largest museums of maritime history. As part of the museum's Bicentennial program, the staff will welcome many of the cadets participating in Tall Ships–Newport, 1976.

Mystic Seaport is actually a number of different museums in one location. Spread out on 40 acres along the Mystic River, the Seaport has a large collection of historic vessels, a village area representing a New England seacoast community of the 19th century, an operating shipyard where the vessels are preserved, and a collection of maritime paintings, prints, and antiques. The focus of the museum is the commercial aspect of New England maritime history during the last century when waterborne trade, fishing, whaling and shipbuilding were vital industries in this region of the United States.

Perhaps the major exhibit at Mystic Seaport is the *Charles W. Morgan,* the last remaining wood whaleship from a once extensive American fleet. The 133′ bark was built in 1841, and has been extensively restored at Mystic Seaport. Two other vessels are of interest at the Museum: the *Joseph Conrad* and the *L.A. Dunton.* The *Conrad* was built in 1882 as the Danish training ship *Georg Stage.* She was purchased by Capt. Alan Villiers in 1934 and renamed *Joseph Conrad.* Villiers sailed her on a 58,000-mile voyage around the world with a crew of teenagers. *Joseph Conrad* is used today as the bunk ship for the Mystic Seaport Mariner Training Program. The *Dunton,* a Gloucester fishing schooner, is in the final stages of restoration, and will be a focal point in the museum's interpretation of the New England fishing industry.

Along the Seaport's wharves and in various exhibit buildings, examples from the museum's collection of more than 200 traditional small craft are displayed, tracing the commercial and recreational use of small boats in America.

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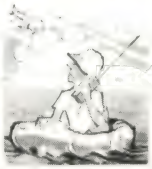

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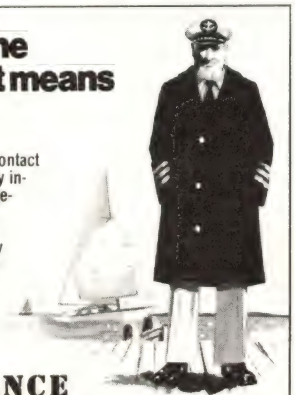

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Because the Seaport owns so many craft built of wood, a complete operating shipyard is necessary to maintain the collection. The Henry B. duPont Preservation Shipyard brings together traditional shipbuilding crafts and craftsmen. In an informal apprentice program older master boatwrights, shipwrights, and riggers teach their art to the young.

The Seaport also has reconstructed a 19th century New England coastal community. Shops, homes, a sail loft, a chandlery, a ropewalk — many of them original buildings — line the docks on the Mystic River. Domestic craftsmen such as weavers, blacksmiths, and carvers work and explain their crafts for visitors, showing the relationship between men who went to sea and their family and business lives ashore.

Finally, Mystic Seaport has countless antiques, which include maritime paintings, prints, sculpture tools, and scrimshaw. An exhibit in the R.J. Schaefer Building features the work of British maritime artists John Stobart and Sir Charles Madden. A special Bicentennial exhibit, "The Challenge of Independence at Sea," traces American maritime history from the Revolutionary War through the War of 1812. A feature of the small craft collection will be the exhibition of the *General Lafayette*, a Mystic Seaport-built replica of the oldest existing American small boat, the *American Star*.

Special programs and events abound at Mystic Seaport. A map and special-event leaflet given to every visitor details the places and times for an orientation program, the "Whales, Whaling, and Whalemen" program, guided tours of the waterfront and art exhibit. Demonstrations of net and lobsterpot making, fish splitting, drying and salting, whaleboat rowing and sailing, as well as sail setting and furling are among many daily events. Rides aboard *Sabino*, the last coal-fired passenger carrying steamboat in America, offer a water view of the Seaport.

The Seaport has a major research library for specialists in maritime research and numerous educational programs, especially graduate-level courses given each summer in American maritime history, literature and art, as well as a children's museum for younger visitors.

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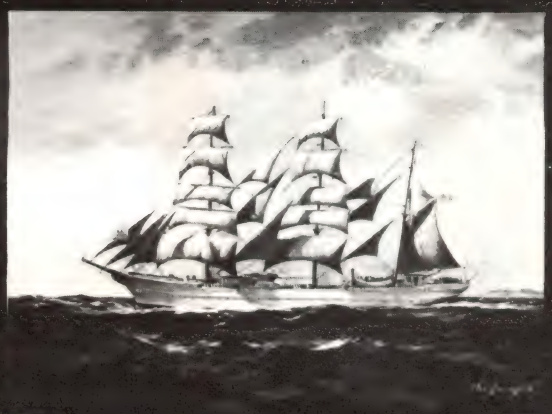

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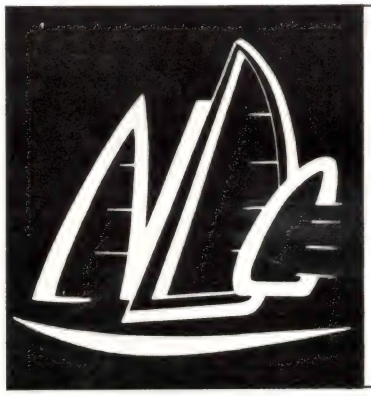
South Street Weathers the Seas of Time

South Street Seaport Museum, on lower Manhattan, is a monumental collection of ships and buildings weathering some kind of passage through the seas of time. It is a most visible argument in favor of things being a little more natural, a little more mutually dependent, a little "out-of-plumb." Here, the sun shines at midday into the narrowest streets, and the sky somehow seems closer overhead than in downtown New York City canyons.

Peking (ex-*Arethusa*) is South Street's most recent acquisition. The 3,500-ton barque has been brought here from England through the generous initiative of the J. Aron Charitable Foundation to become the second square-rigger at the Seaport. She was last sailed in 1931. One of her old captains, Captain Johnson of Massachusetts, who signed on for one of her last trips, said: "We went the wrong way around Cape Horn — from east to west, against the wind. I wanted to see how human hands could cause such an amount of weight — 5,300 tons of cargo plus 3,500 tons of ship — to go against the wind and waves . . . *Peking* was the last monster that sailed as a merchant ship. Over an acre of canvas on 32 sails, steel yards, great steel masts. These ships produced an enthusiasm and determination in men to out-do themselves. I still can't believe men could do it, round Cape Horn."

Then there is *Wavertree*, South Street's traditional full-rigged (square-rigged on all three masts) sailing vessel. Saved from the scrapyard in Buenos Aires in 1968, she was brought to New York in 1970 through the generosity of Jakob Isbrandtsen, the R. J. Schaefer family, W. R. Grace & Co., J. Aron, the George F. Baker Foundation, and thousands of other contributors. The 2,200-ton iron-hulled vessel was built in 1885 in England, and in 1910 was dismasted while rounding Cape Horn. Sixty-four years later, at South Street, a major step was taken in her restoration when her



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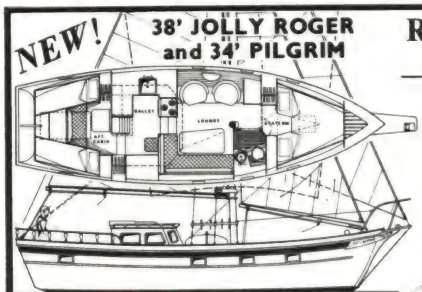

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new mainmast was stepped. Work continues to progress daily aboard *Wavertree*; the cost of restoration for 1975–1976 is $719,000.

The *Ambrose* lightship, a familiar sight to many a merchant seamen, is now at the South Street Seaport Museum. *Ambrose,* built in 1907 by the New York Shipbuiding Corp. of Camden, New Jersey, marked the entrance to New York Harbor until she was replaced in 1932 by a newer ship. In August 1968 she was presented to the Museum, and since that time she has been restored to her original appearance. She is open to the public, with special exhibits below.

Lettie G. Howard, the graceful little fishing schooner appropriately moored near the old Fulton Fish Market, is the oldest clipper-bowed fisherman left in America. Built in 1893 in Essex, Massachusetts, she had as fast a hull as man could build in her time. Too small (84′ LOA) to carry the engines of her day, she is now pure sailing ship. Now partly restored from her last working years as a dragger, she recently received an extensive survey by John Atkin.

Pioneer is South Street's actively-sailing schooner. She is an iron-hulled coastal schooner built in 1885 to carry iron and steel from a rolling mill to a shipyard on the Delaware River. She was completely rebuilt in the later 1960s and given to South Street in 1970. She now works as a sail training vessel carrying New York City youths on two-week cruises as part of their training in the Pioneer Marine Technical School. Last summer, she started day-sailing out of the Seaport, which was such a success that the general public has requested the same to continue for this summer.

Aqua is a sturdy little service vessel built in Staten Island in 1912. She worked originally as a lighter, unloading deep-draft, hard-to-dock cargo vessels at anchor, and carrying freight between points within the Harbor. She later became a waterboat replenishing fresh-water supplies for large ships at anchor in the stream.

Another recent addition to the Seaport is the *Robert Fulton,* berthed on Pier 16. *Fulton* is a converted 166′ former hospital ship owned by the late Capt. William Lacey.

The Seaport Museum was established by its past president, Peter Stanford, along with some dedicated people who shared a deep affection for the old brick buildings, surviving taverns and maritime enterprises of the historic city waterfont along South Street. Always a commercial area, it was never elegant or particularly charming. In November 1966, a citizen's committee was formed to preserve this area of Lower Manhattan. They conceived of selling unused development rights from historic tracts ("transferral of air rights") to make it economically feasible to preserve the old low-rise buildings of this seven-block neighborhood from which, it may be said, the modern city grew. With the encouragement of the City of New York, they formed the South Street Seaport Museum in April 1967. Restoration got underway in 1973.

At 16 Fulton Street, right up from the Pier, is the Museum's official Reception Center where you can receive orientation to the Museum. This is also the area reserved for special exhibits. In the middle of the main room is a large model of the Seaport showing how the entire area will look after restoration of the seven-block area is completed.

South Street Seaport Museum is a private, non-profit educational organization. More than this, however, it is a living museum for people, a whole neighborhood where people can see, smell and touch the history of this great port and city.

South Street is a smooth blending of staff and volunteer talent and dedication, and this amalgam is absorbed by a grateful following of visitors, each of whom is changed by his or her "South Street experience."

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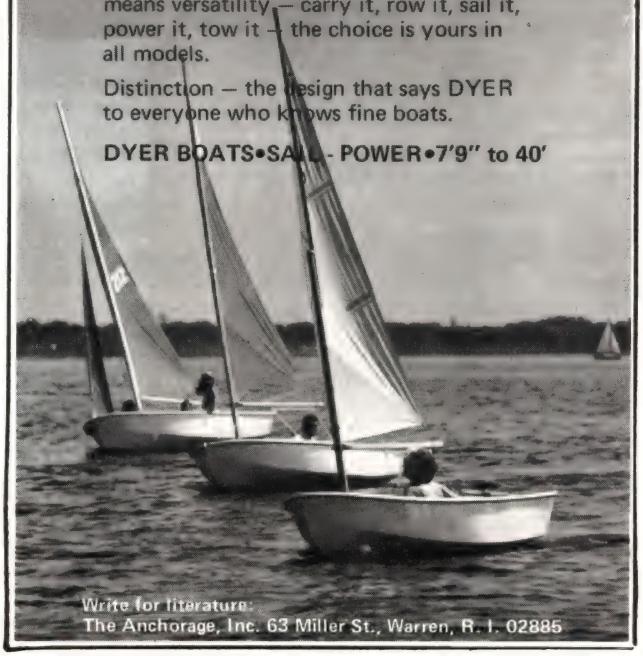

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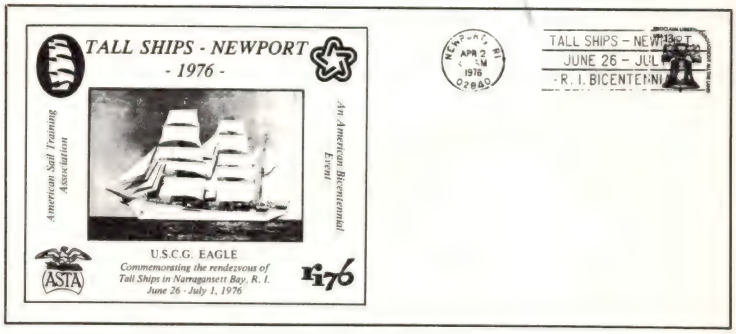

Special philatelic covers commemorating the rendezvous of the Tall Ships in Narragansett Bay will be mailed on July 1 from Newport with the special Tall Ships cancellation which has been used locally since April 1. A typical cancellation is shown here.

The cacheted covers on a size #10 envelope are of three types; the U.S. Coast Guard cutter *Eagle*, in blue; the Norwegian mercantile training ship *Christian Radich* in red, and the German training ship *Gorch Fock* in black. The covers are being sponsored and sold by the Narragansett Bay Chapter of the Universal Ship Cancellation Society, a philatelic organization with members around the world who are primarily interested in naval and merchant ship covers. A postmarked cover costs 75¢ and a set of three $2. Covers for overseas collectors are $1 each. All will be mailed with U.S. Bicentennial stamps for postage. Anyone interested should send order, with cheque or money order, to: PN1 Charles W. Birdy, USN, Bldg. 149 (Code 27), Naval Education and Training Center, Newport, RI 02840.

Club Mediterranee, *the 236' four-masted schooner that Frenchman Alain Colas is sailing in the Royal Western/Observer Singlehanded Transatlantic Race, is expected in Newport about the same time as the Tall Ships. She started from Plymouth on June 5. Following her arrival in Newport, she will join the fleet of Tall Ships for Operation Sail in New York on July 4.*

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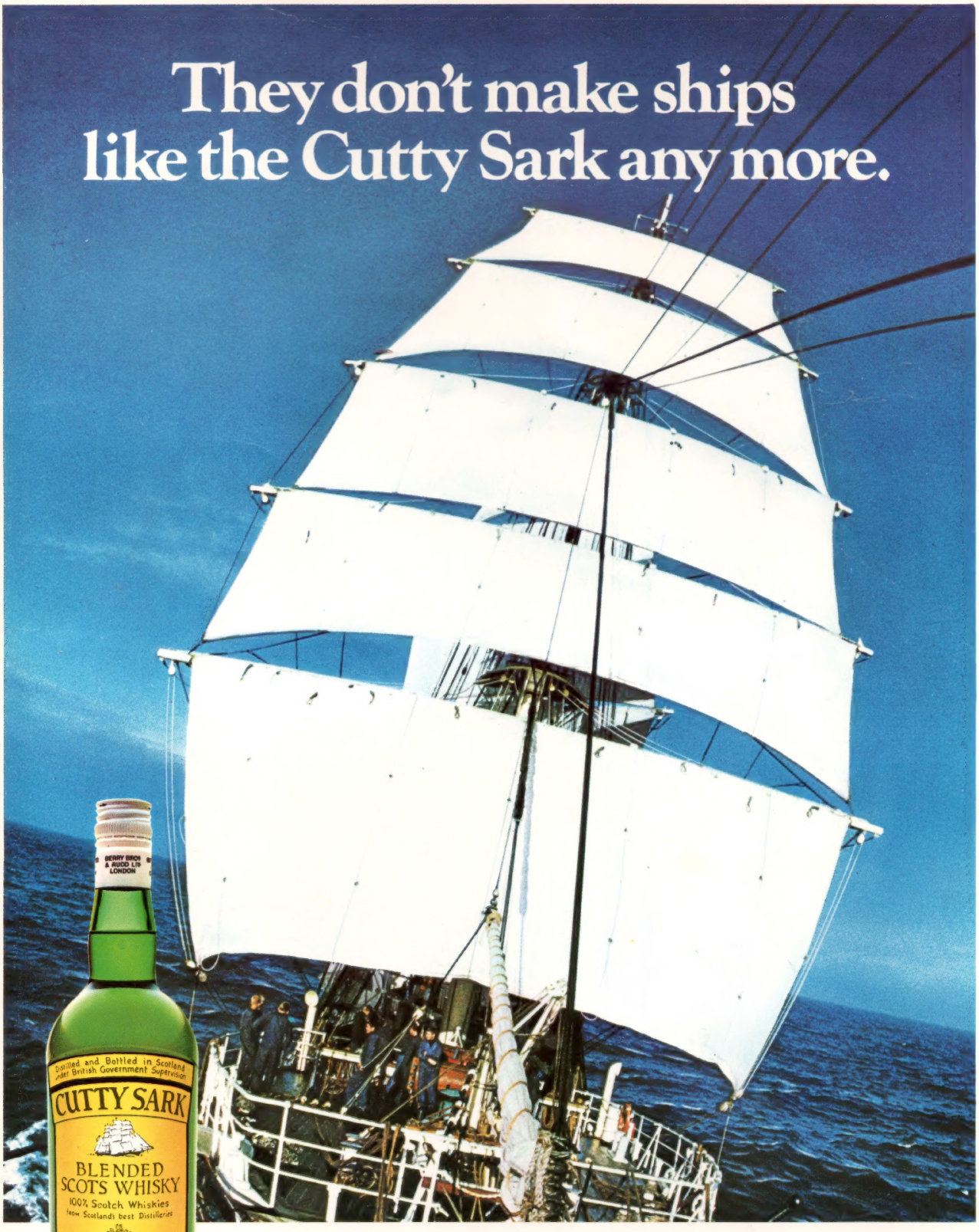

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